
PLANNING JUSTIFICATION REPORT

Application for Official Plan and Zoning By-law Amendment

5061 Stouffville Road

Town of Stouffville

Prepared for:

Times 4750 Inc.

June 2025

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1 Background

Macaulay Shiomi Howson Ltd. (MSH) has been retained by Times 4750 Inc. (“Times”), registered owners of a parcel of land municipally known as 5061 Stouffville Sideroad in the Town of Whitchurch-Stouffville (herein referred to as the “Subject Site” or “Subject Lands”), to assist in obtaining municipal approvals for an Official Plan and Zoning By-law Amendment to provide for a mixed-use development. The applicant also owns the lands (4721 Stouffville Sideroad) which is directly adjacent to the west of the subject lands.

The general location of the Subject Site is shown on Figure 1.

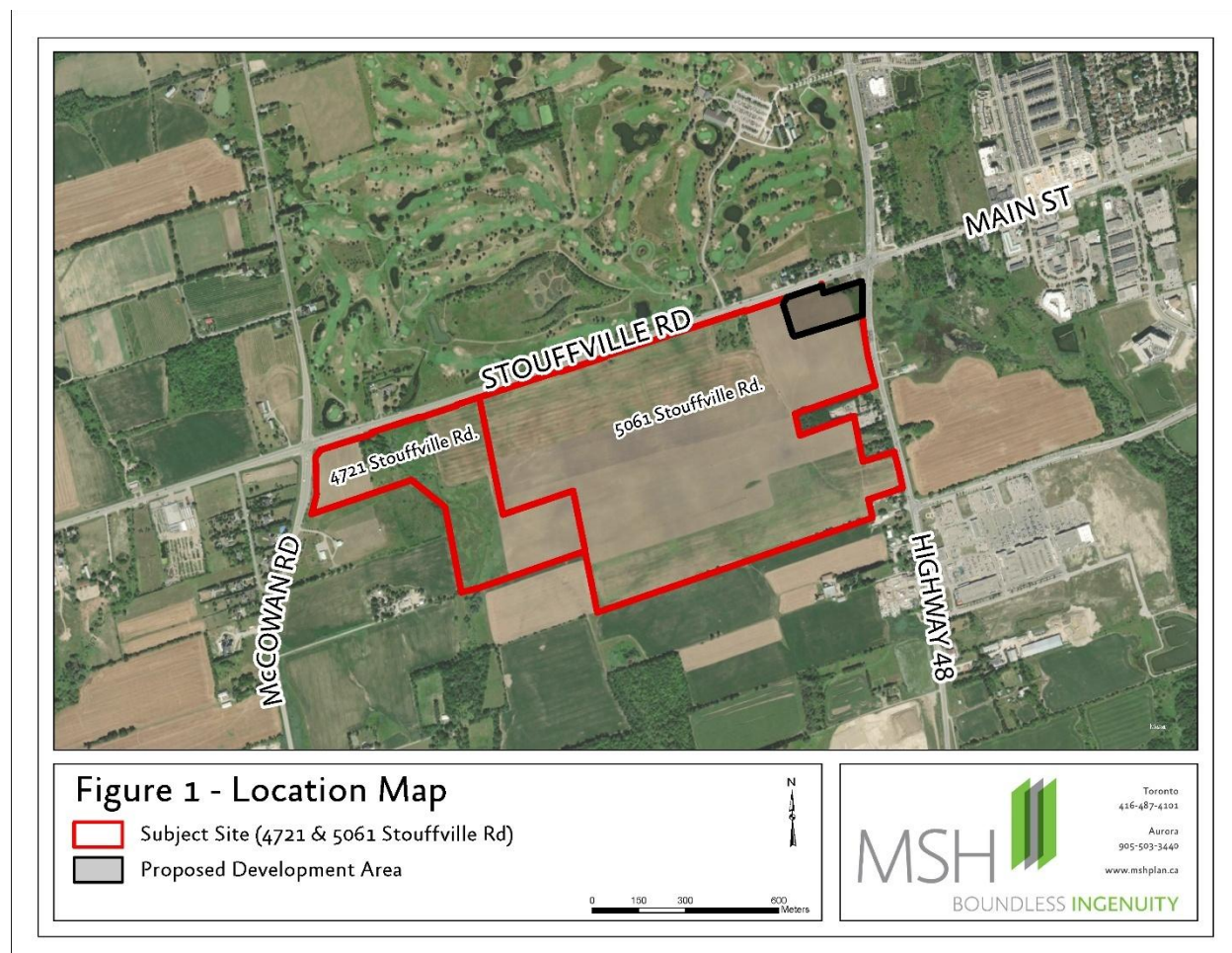


Figure 1 – Subject Property – Aerial Photo Map

This report provides a brief description of the Subject Site, surrounding land uses, the intended use, and a comprehensive overview of the Provincial Planning Statement 2024 (PPS 2024), Regional Official Plan (ROP), Oak Ridges Moraine Conservation Plan (ORMCP) and the Town of Stouffville Official Plan (OP) policies associated with the Subject Site, a discussion demonstrating how the proposed development complies with these policies, and a rationale as to why proposed development is appropriate for this location.

Along with this Planning Justification Report, the following plans and reports are submitted in support of the applications:

- Site Plan/elevations, floor plans, sections
- Landscape Plan (Conceptual)
- Functional Servicing and Stormwater Management Report
- Hydrological Investigation
- Geotechnical Investigation
- Noise Feasibility Study
- Transportation Impact Study
- Natural Heritage Evaluation
- Property Survey and Topographic Survey
- Flood storage grading and restoration plan

These reports and plans have, to the extent warranted, been utilized as supporting input into the planning justification analysis undertaken in this report.

A Pre-Application Consultation was held on January 17, 2023, with Town Staff and relevant commenting agencies to discuss the proposed development and determine the required documentation for a complete application (PRE22.094). An Official Plan Amendment and an Amendment to the Town of Stouffville Comprehensive Zoning By-law 2010-001-ZO, as amended, is required. A future application for Site Plan Approval (SPA) will also be required and submitted at a future date.

This Planning Justification Report provides a description of the subject site, surrounding land uses, the intended use/proposed development, and a comprehensive overview of current provincial, regional, and local land use policies associated with the subject site demonstrating how the proposed development complies with these policies, and a rationale as to why the proposed development is appropriate for this location.

1.1 Overview, Context and Surrounding Uses

The Owner, Times 4750 Inc., is seeking approval for an Official Plan Amendment and Zoning By-law Amendment to permit a mixed-use development on a portion of the lands municipally known as 5061 Stouffville Sideroad. The subject property spans approximately 81.977 hectares (202.57 acres), with the proposed development focused on a 2.85-hectare (7.06-acre) portion of the site. The property is situated on the west side of Highway 48, south of Stouffville Sideroad, within the Town of Whitchurch-Stouffville. The overall larger subject parcel is irregularly shaped and benefits from significant frontage on both Stouffville Road and Highway 48. As noted previously, the Owner holds the adjacent property to the west, located at 4721 Stouffville Road.

To the north across Stouffville Sideroad, is Spring Lakes Golf Course and rural residential and commercial uses;

- To the south are lands used for agricultural and rural residential uses.
- To the west are lands that are owned by the applicant at 4721 Stouffville Sideroad that are largely rural/agricultural uses;
- To the east is the Community of Stouffville, although largely the lands east of Highway 48 have not been re-developed at this time.

1.2 Relocation of Wetland

The subject lands include a small wetland, as outlined on Figures 2 and 3 below. This is also designated as part of the natural heritage area on the site. The wetland and its buffer have an impact on the ability to provide a gateway development, as envisioned by the Official Plan.

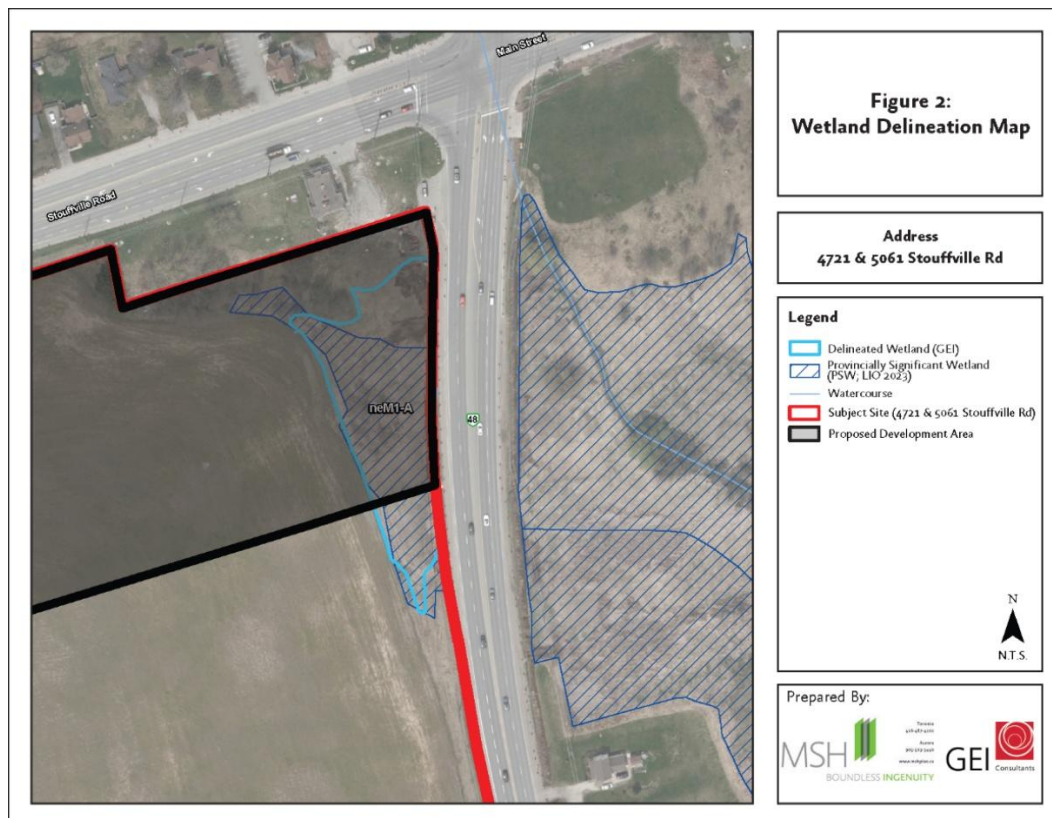


Figure 2 – Wetland Delineation Map

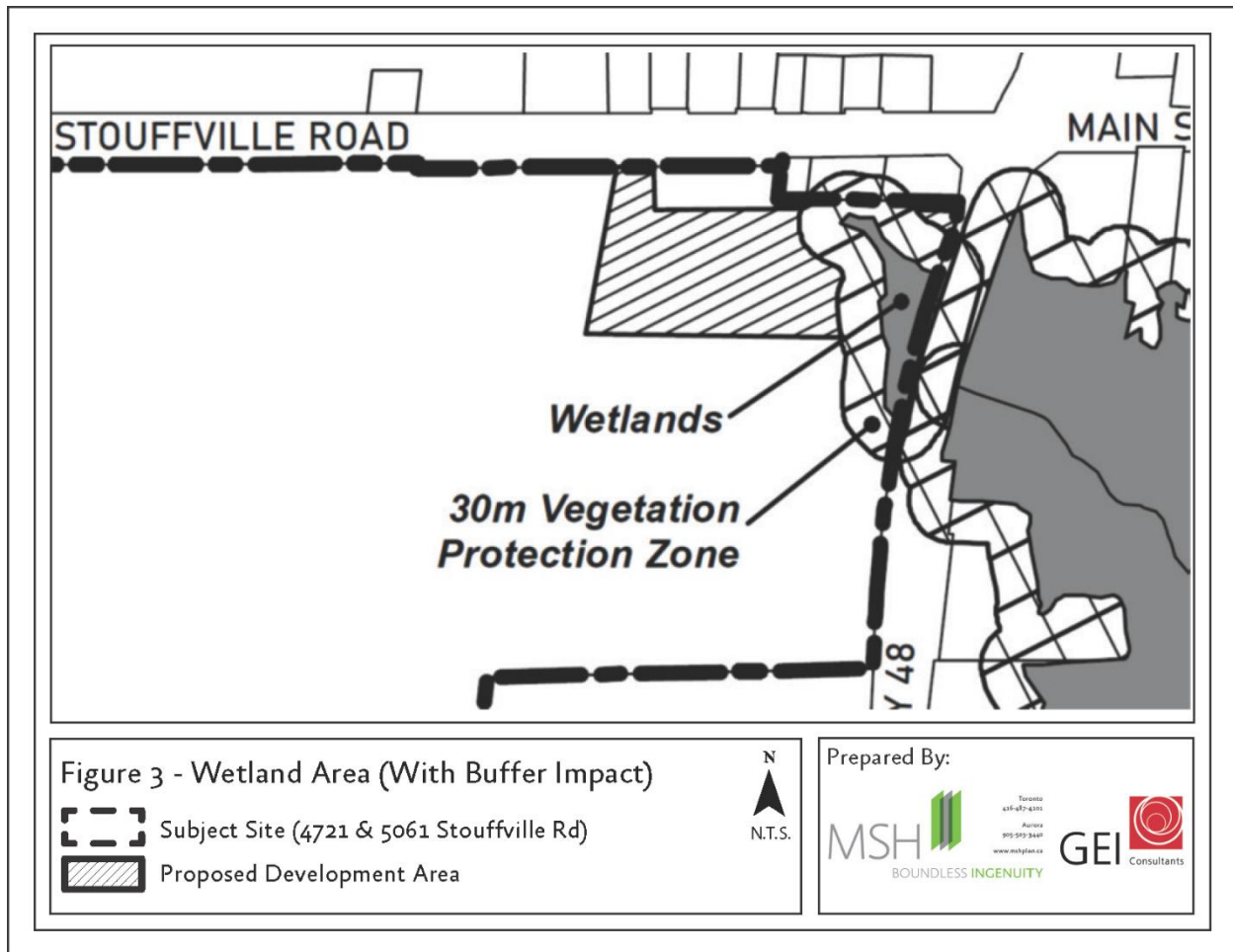


Figure 3 - Wetland Area (With Buffer Impact)

As part of ongoing studies, investigations and discussions with the Town of Stouffville, the wetland is proposed, as part of this application to be removed and replaced with a constructed compensatory wetland feature to the west (on the site).

GEI Consultants provided an assessment of the wetland feature. The wetland is considered to be of low quality and provides little function as wetland in its current condition. It was noted by the consultant that the wetland was created by anthropogenic disturbance.

The wetland is proposed to be removed and a new wetland is proposed to be created to compensate for the removal of the existing wetland. The new wetland is proposed to be created on lands that are presently owned by the applicant, west of the current location (closer to McCowan Road) along the Willowgrove Creek corridor. This parcel is proposed to be conveyed to the Town as a component of a proposal for the future development of the Times Group lands. The consultant also noted that the proposed compensation wetland is expected to both increase overall wetland cover and improve the quality of available wetlands on the landscape, in comparison to the existing feature (See Figure 4)

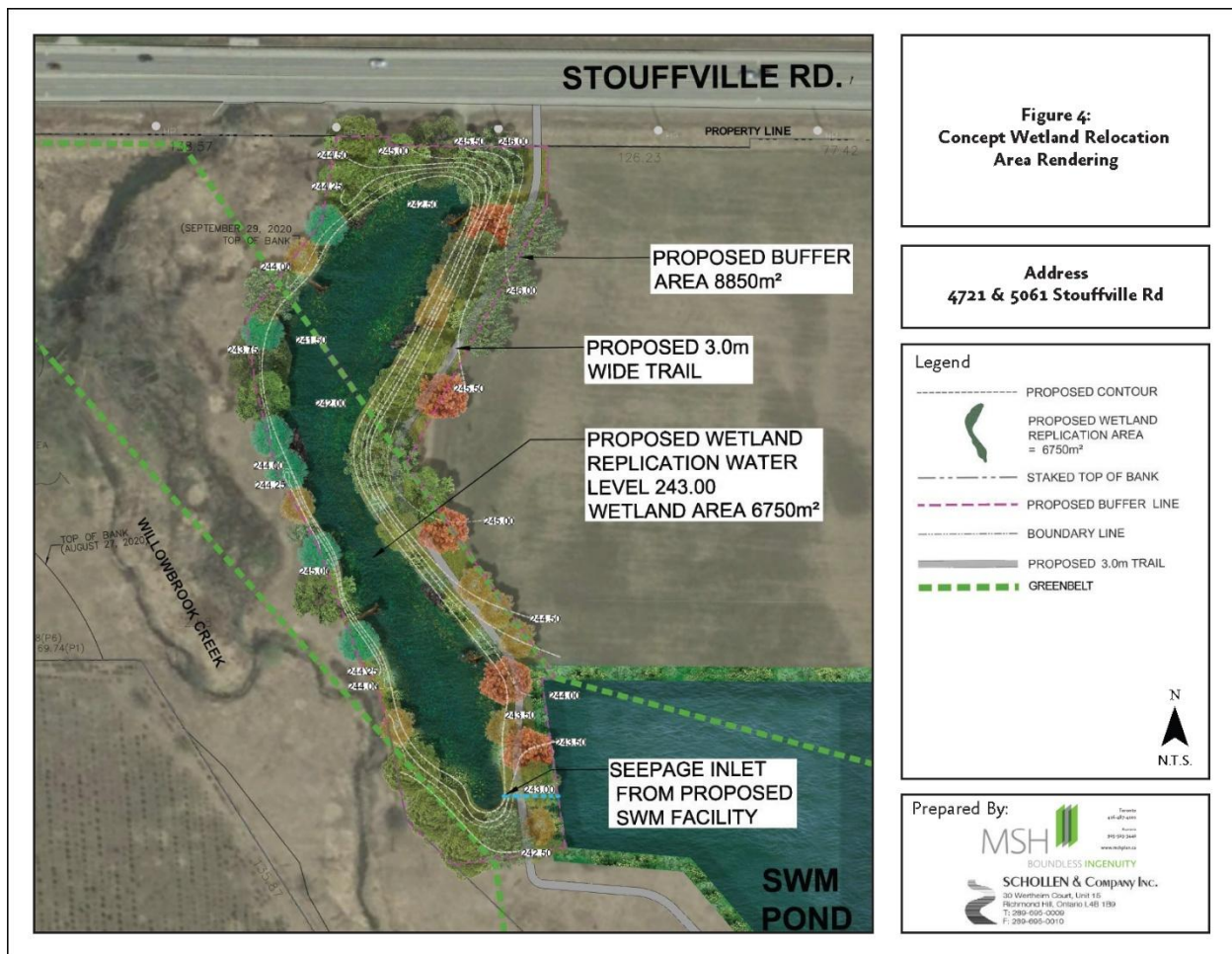


Figure 4 - Wetland Compensation Concept Plan

2 Proposed Development

2.1 The Development

The applicant is proposing a mixed-use development located at the 'Gateway' to the Stouffville Community at Highway 48 and Stouffville Sideroad (See Figure 5).

The proposed development is a high-density mixed-use community situated on a 7.06-acre (2.86-hectare) site with a total floor area ratio (FSI) of 3.43. The development comprises five residential towers which will include both condominium and purpose-built rental buildings, along with a daycare facility located in a separate building. The residential component provides a combined total of 1,243 units, distributed as follows:

Buildings and Floor Area

- Building A: A 19-storey residential tower (18 storeys plus 1 storey podium) with a total gross floor area of 15,494 m². Building A provides 197 units, comprising 17 studio, 90 one-bedroom/(+ den), 89 two-bedroom/(+den) and 1 three-bedroom/(+den).
- Building B: A 21-storey residential tower (20 storeys plus 1 storey podium) with a total gross floor area of 17,082 m², accommodating 218 units, comprising 19 studio, 99 one-bedroom/(+den), and 100 two bedroom/(+den).
- Building C: A 24-storey residential tower (23 storeys plus 1 storey podium) with a gross floor area totaling 19,363 m². Building C provides 251 units, comprising 22 studio, 114 one-bedroom/(+den), and 115 two-bedroom/(+den).
- Building D: A 26-storey residential tower (25 storey plus 1 storey podium) offering a total gross floor area of 21,790 m². This building comprises 23 studio, 120 one-bedroom/(+den), 126 two-bedroom/(+den) and 3 three-bedroom/(+den) for a total of 272 units.
- Building E: A 29-storey residential tower (28 storeys plus 1 storey podium) with a total floor area of 23,325 m². It comprises 26 studio, 137 one-bedroom/(+den), 139 two-bedroom/(+den), and 3 three-bedroom/(+den) for a total of 305 units.
- Building F: A 1-storey daycare facility with a ground floor area of 1,116 m².

The residential buildings are designed to offer a diverse housing mix, containing both condominium ownership and rental accommodations. At this stage, the specific allocation of buildings as either condominium or purpose-built rental has not yet been determined. The final decision will be based on further analysis and project feasibility assessments. .

This arrangement supports a broad spectrum of housing needs, catering to both owner-occupiers and rental demand in the area. The inclusion of the daycare facility introduces a service-oriented commercial use to the primarily residential development, introducing a

mix of uses to the community. The daycare serves as an essential amenity, supporting the needs of residents while enhancing the development's appeal to family and working professionals, not only within the development, but also within the community. In addition, the daycare's presence encourages a mixed-use dynamic that benefits the broader neighborhood by potentially drawing in families from surrounding areas, thereby fostering interaction between the development and the community. This blend of residential and service-commercial use not only diversifies the development but also aligns with planning objectives to promote vibrant, multi-functional urban spaces where residents can live, work, and access critical services within a cohesive setting.

Amenity Spaces

The development provides 1.5 m² of indoor and outdoor amenity space per unit. These amenities are designed to enhance residents' quality of life, offering communal gathering spaces, recreational facilities, and landscaped areas.

Parking, Bicycle Storage and Locker Storage

A total of 1,865 parking spaces are provided, including 1,553 residential spaces across two levels of underground parking, 312 surface visitor spaces. There are also surface spaces for the daycare facility. The parking allocation is intended to meet the requirements for both residents and visitors, ensuring convenient access for all users. Additionally, the development includes ample bicycle storage, with 201 long-term and 110 short term bicycle parking spaces for a total of 311 spaces across the ground floor and P1 level, promoting sustainable transportation options within the community.

Indoor and Outdoor Amenity

The development provides both indoor and outdoor amenity space both at a rate of 1.5 m²/unit. The amenity space is located both at ground level and the second floor for each of the residential buildings with a total of amenity space across the entire development of 2072 m².

Building Heights and Design

The heights of the residential buildings range from 19 to 29 storeys with each tower sitting on a one-storey podium, creating a visually dynamic skyline that emphasizes the gateway nature of the development. The one-storey daycare facility complements the residential towers by providing essential services within close proximity.

Summary

The proposed development creates a vibrant, high-density residential community with supporting amenities and services, enhancing both liveability and urban appeal. The architectural and site design maximize land use efficiency while providing substantial green space, resident amenities, and access to transit and active transportation options. This comprehensive approach supports municipal objectives for growth and sustainable community development.

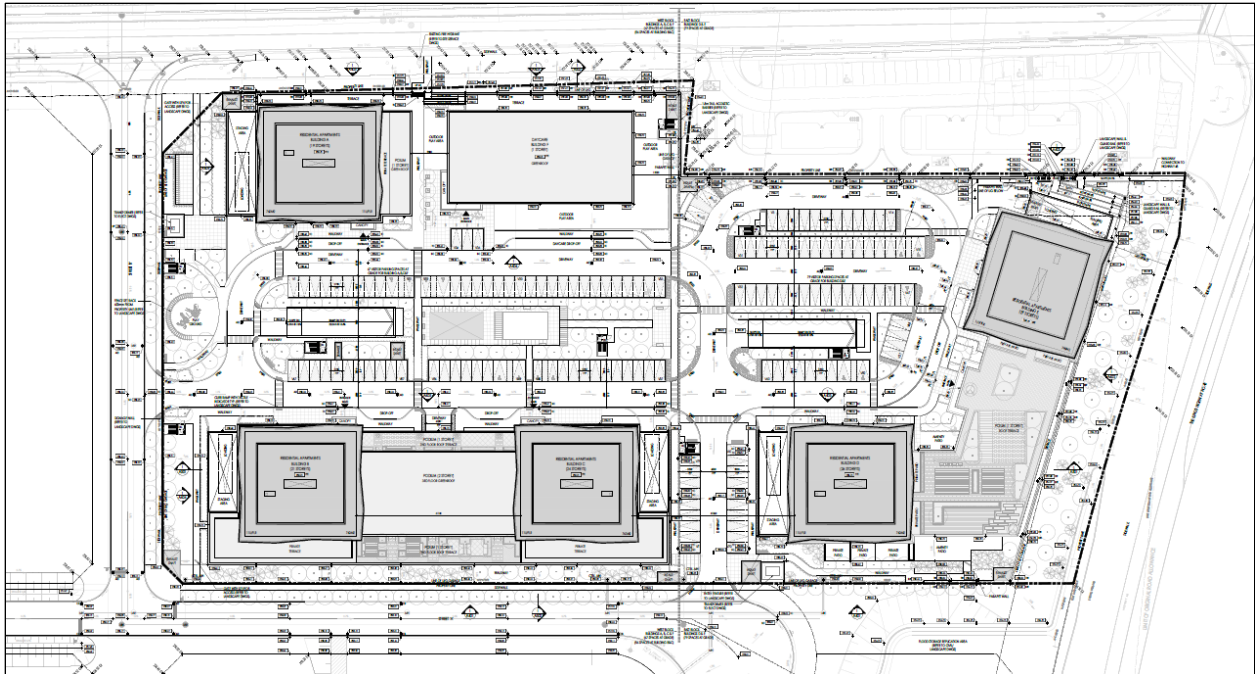


Figure 5 - Proposed Site Plan

Gateway areas often mark the transition into a city, neighborhood, or significant district and are intended to create a sense of arrival. To achieve this effect, they are frequently designed with larger or visually prominent buildings to define the entrance and create a strong, memorable impression (See Figure 6).



Figure 6 - Building Elevations (South-Street A)

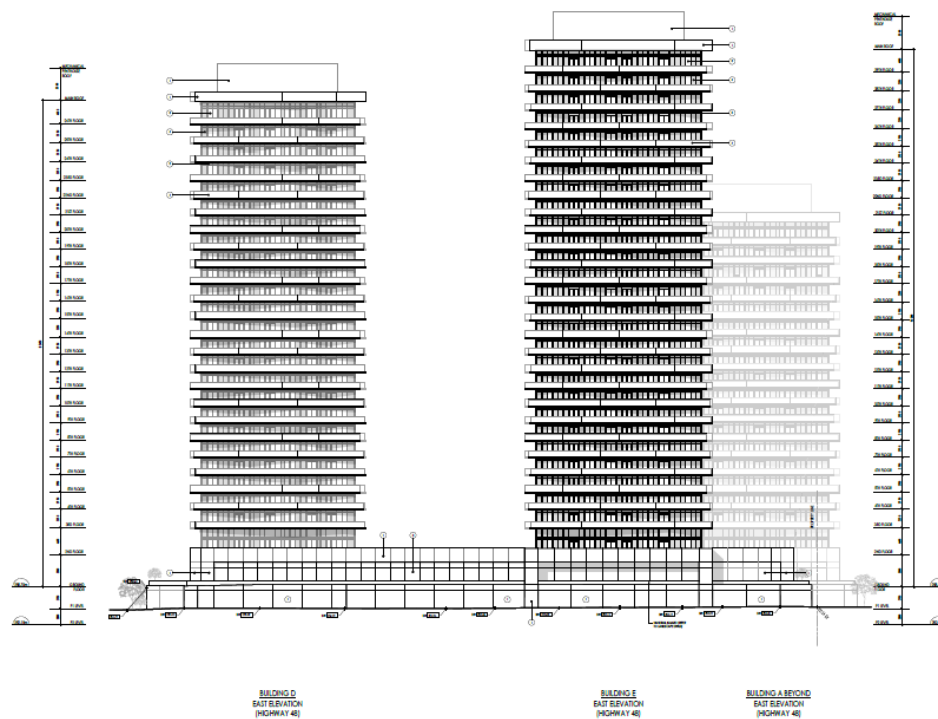


Figure 7 - Building Elevations (East-Highway 48)

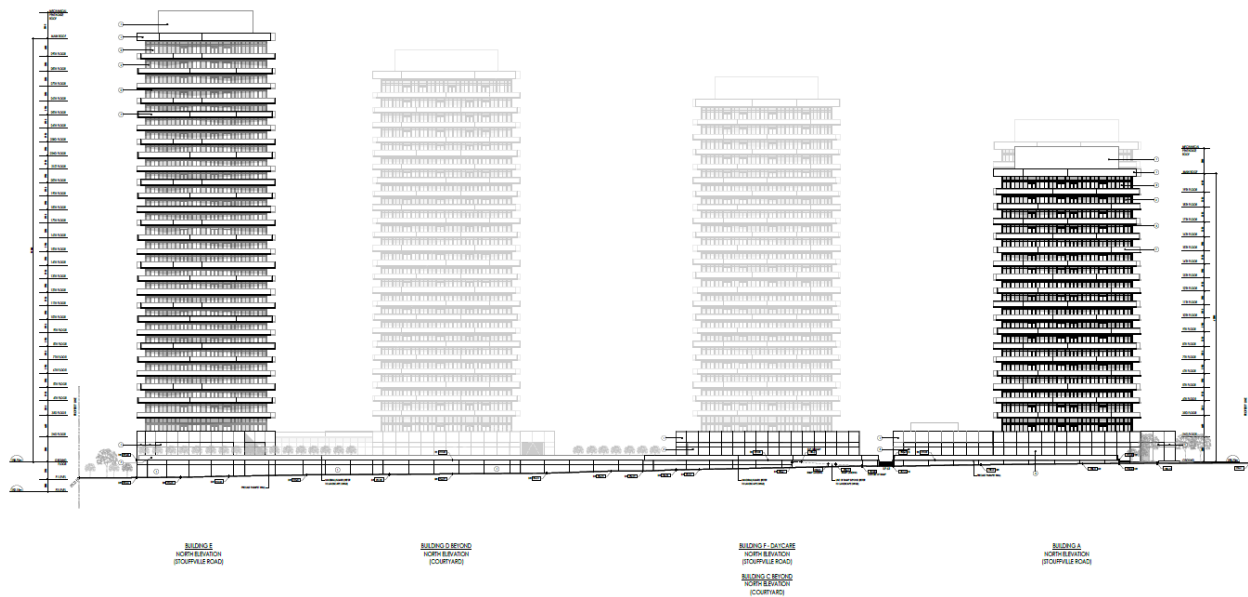


Figure 8 - Building Elevations (North-Stouffville Road)

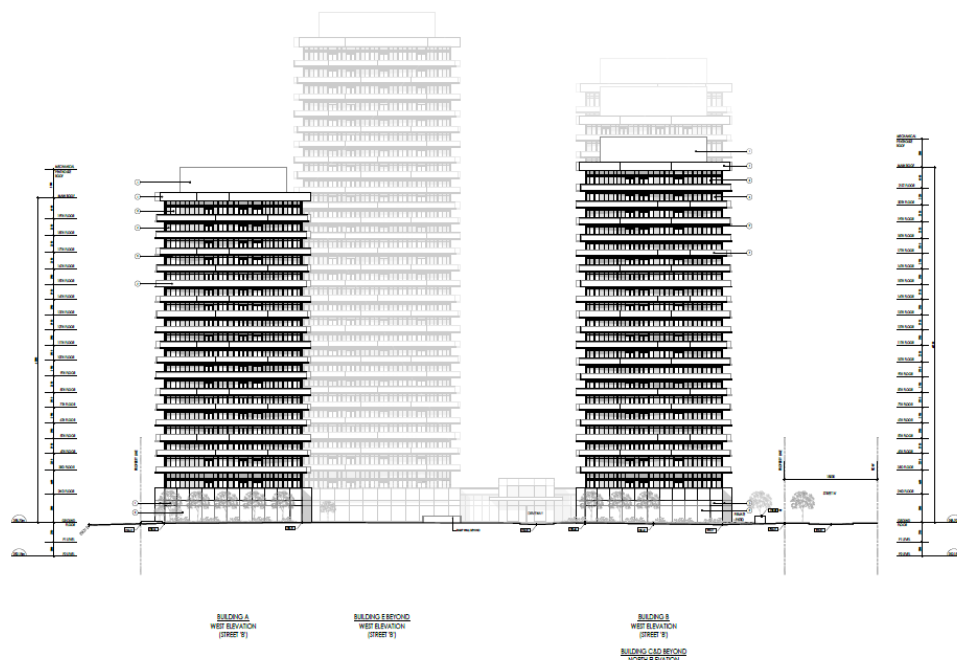


Figure 9 - Building Elevations (West-Street B)

2.2 Site Statistics

A summary of the proposed Site Statistics is provided below:

Table 1: Proposed Site Statistics

PROPOSED SITE STATISTICS				
Net Site Area:			2.86 Ha / 7.06 ac	
			(storeys)	
Building Height: (excl. Mech Penthouse)		All towers have a 1 storey podium		
West Block	Building A	19		
	Building B	21		
	Building C	24		
East Block	Building D	29		
	Building E	41		
	Building F (daycare)	1		
			(metres)	
Building Height Above Average Grade: (excl. Mech Penthouse)				
West Block	Building A	62.80		
	Building B	68.70		
	Building C	77.55		
East Block	Building D	83.45		
	Building E	92.30		
	Building F (daycare)	5.50		
		m ²	sq ft	
Building Floor Areas (GFA):				
West Block	Building A	15,494	166,776	
	Building B	17,082	183,869	
	Building C	19,363	208,421	
East Block	Building D	21,790	234,545	
	Building E	23,325	249,895	
	Building F (daycare)	1,116	12,013	
Subtotal		45,539	490,177	
TOTAL		98,170	1,056,692	
Floor Space Index (FSI)		3.43		
Number of Residential Suites		1,243		
Vehicular Parking Provided				
1.25 sp/unit req.	Residential	1,553 (1.25 sp/unit)		
0.25 sp/unit req.	Visitor	312 (0.25 sp/unit)		
1.5 sp/unit req.	TOTAL	1,865 (1.5 sp/unit)		

PROPOSED SITE STATISTICS		
Bicycle Parking		
	Short-Term	110 (0.09 sp/unit)
	Long-Term	201 (0.16 sp/unit)
	TOTAL	311 (0.25 sp/unit)

Table 2: Proposed Unit Breakdown

	Studio	1 Bd / 1 Bd + Den)	2 Bd / 2 Bd + Den)	3 Bd / 3 Bd + Den	Totals
Building A	17	90	89	1	197
Building B	19	99	100	0	218
Building C	22	114	115	0	251
Building D	23	120	126	3	272
Building E	26	137	139	3	305
Total	107	560	569	7	1243

2.3 Pre-Submission Consultation

A pre-submission consultation meeting was held with the Town on January 17, 2023. Staff provided preliminary comments on the proposed development and confirmed the need for a site-specific Official Plan and Zoning By-law Amendment to permit the development. As noted by staff, mixed-use developments in the area typically receive a Commercial Residential Mixed – Western Approach (CM2) zoning category and that specific exceptions for height, density, parking and other regulations may be required. Staff provided preliminary comments and a checklist for a complete application.

3 Planning Policy Framework & Conformity

The subject site is governed by a number of policies and legislation from various levels of government, some of which were recently updated. The documents applicable to the subject site are identified below and have been reviewed with respect to the applications:

- Provincial Planning Statement, 2024 (PPS 2024);
- Region of York 2022 Official Plan (2022 ROP);
- Oak Ridges Moraine Conservation Plan;
- Town of Whitchurch Stouffville 2023 Draft Official Plan;
- Comprehensive Zoning By-law 2010-001-ZO, as amended.

When considering development applications, planning decisions by the Town must be consistent with the policies of the PPS 2024, and conform to the various provincial, regional and local policies.

3.1 Provincial Policy Statement, 2024 (PPS 2024)

The Provincial Policy Statement, 2020 (PPS) was approved by the Ministry of Municipal Affairs and Housing (MMAH) and came into effect on May 1st, 2020, is now superseded by the Provincial Planning Statement 2024 (PPS 2024) and is a consolidated statement of the government's policies on land use planning. It came into effect on October 20, 2024. It gives provincial policy direction on key land use planning issues that affect communities ranging from building more housing where it is needed and making land available for development.

The PPS 2024 is issued under section 3 of the Planning Act, which requires that all decisions affecting planning matters shall be consistent with the minimum standards set in the PPS.

The following key policies are particularly relevant to the subject site and the proposed development as they relate to the proposal:

Policy 2.1.3 – At the time of creating a new official plan and each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 20 years, but not more than 30 years, informed by provincial guidance. Planning for infrastructure, public service facilities, strategic growth areas and employment areas may extend beyond this time horizon.

Policy 2.1.4 – To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned, including units in draft approved or registered plans.

Policy 2.1.6 – Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;

Policy 2.2.1 – Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;
- b) permitting and facilitating:
 - 1) all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
 - 2) all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;

Policy 2.3.1.1 – Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

Policy 2.3.1.2 – Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) optimize existing and planned infrastructure and public service facilities;
- c) support active transportation;

Policy 2.3.1.3 – Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

Policy 2.3.1.4 – Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

Policy 2.3.1.5 – Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

Policy 2.4.1.1 – Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

Policy 2.4.1.2 – To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

- a) to accommodate significant population and employment growth;
- b) as focal areas for education, commercial, recreational, and cultural uses;
- c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and
- d) to support affordable, accessible, and equitable housing.

Policy 2.4.1.3 – Planning authorities should:

- a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
- b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;

Policy 2.8.1.1 – Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;

Policy 2.9.1 – Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;
- c) support energy conservation and efficiency;
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality;

Policy 3.6.1 – Planning for sewage and water services shall:

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;
- c) promote water and energy conservation and efficiency;

Policy 3.6.2 – Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.

Policy 3.6.8 – Planning for stormwater management shall:

- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;
- c) minimize erosion and changes in water balance including through the use of green infrastructure;
- d) mitigate risks to human health, safety, property and the environment;
- e) maximize the extent and function of vegetative and pervious surfaces;
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.

Policy 3.7.1 – Waste management systems need to be planned for and provided that are of an appropriate size, type, and location to accommodate present and future requirements, and facilitate integrated waste management.

Policy 4.1.1 – Natural features and areas shall be protected for the long term.

Policy 4.1.2 – The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

Policy 4.6.2 – Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.

Rationale:

The Provincial Policy Statement (PPS) 2024 focuses on sustainable, compact growth by guiding new development to settlement areas. It encourages planning authorities to direct growth to settlement areas with existing municipal infrastructure, supporting strong, healthy communities through efficient land use.

This site is located within a Strategic Growth Area, making it an ideal candidate for intensification under PPS 2024. The proposed Official Plan Amendment and Zoning By-law Amendment (ZBA) align with PPS 2024 by guiding development and growth to an existing settlement area, using established infrastructure, and maximizing the potential of an underutilized parcel of land. This more compact design allows for a variety of housing options to meet diverse community needs, contributing to an inclusive neighborhood.

The mixed-use design also supports active transportation, encouraging stronger community connections, reducing reliance on cars, and promoting a healthier, walkable environment. This approach aligns with PPS 2024's goal of fostering vibrant, accessible neighborhoods with strong connectivity.

Overall, this proposal meets PPS 2024 priorities by addressing local housing needs, making efficient use of infrastructure, and building a well-integrated, resilient community. These amendments support sustainable, strategic growth that enhances community life. In conclusion, the proposed OPA and ZBA are consistent with the PPS 2024.

3.2 2022 Region of York Official Plan

York Region Council adopted the current 2022 Regional Official Plan (2022 ROP) in June 2022, and the Minister of Municipal Affairs and Housing approved the Plan in November 2022 and was not subject to appeal. The 2022 ROP describes how to accommodate future growth and development while meeting the needs of existing residents and businesses in the Region. It provides policies for economic, environmental and community planning decisions that will be integrated into Local Municipal Official Plans.

The policies of the Official Plan guide new planning and development in York Region and has:

- A planning horizon to the year 2051;
- Development of complete communities; and,
- An Urban System based on a hierarchy of intensification areas.

Although Bill 185 has eliminated planning responsibilities from the Region of York, the ROP 2022, as amended, is intended to remain in effect and be incorporated into the Town of Stouffville's Official Plan.

The subject site is within the Towns and Villages Area on Map 1 Regional Structure (see **Figure 10**) and is designated Community Area on Map 1A – Land Use Designations (see **Figure 11**). This designation is intended to accommodate the majority of housing, personal services, retail, institutional, cultural, and recreational facilities. Development within Community Areas will encompass a variety of scales, from high-density projects in York Region's strategic growth areas to compact, lower-density subdivisions in new greenfield areas that remain supportive of transit.

The subject site is also within the Designated Greenfield area as per Map 1B – Urban System Overlays (See **Figure 12**).

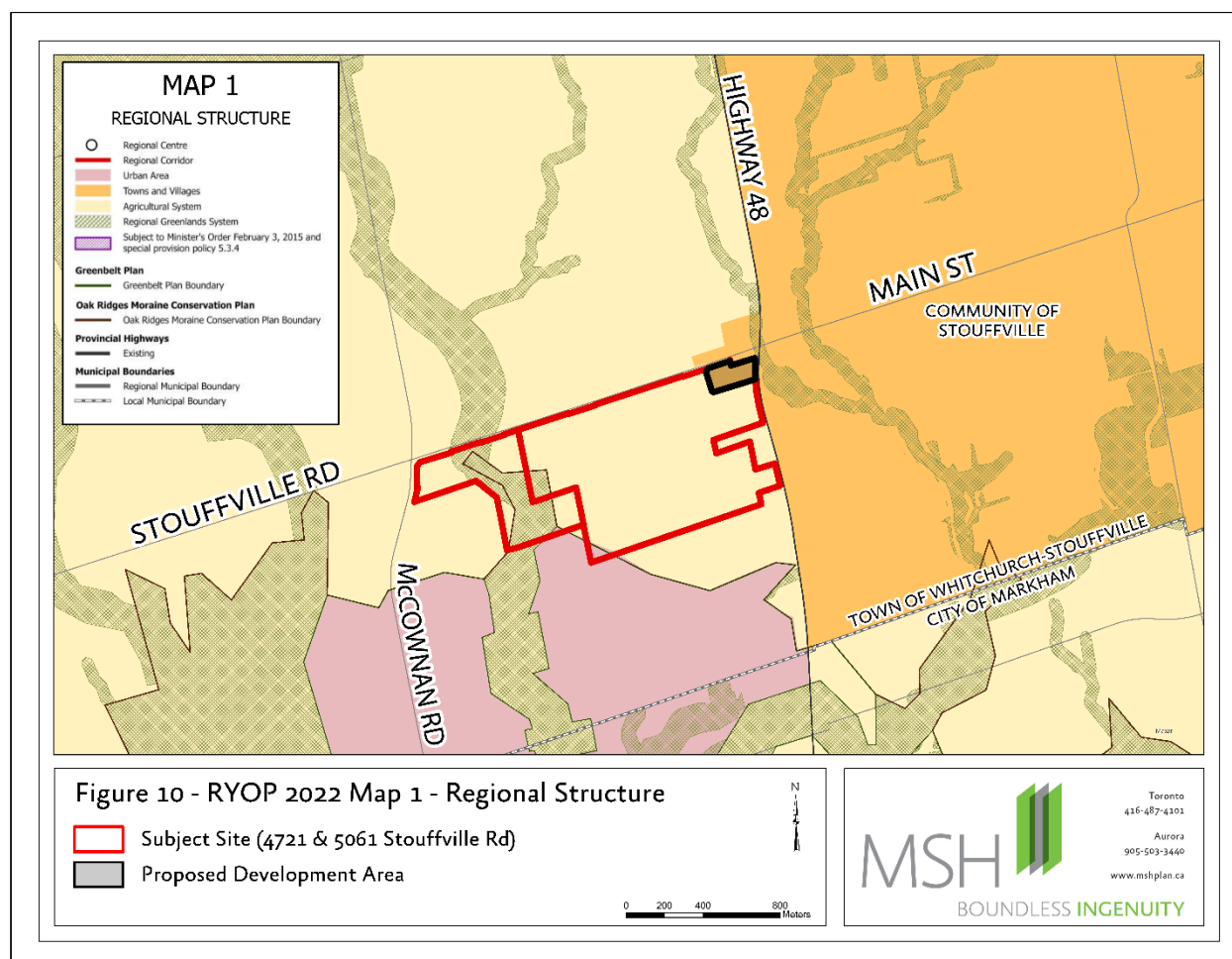


Figure 10 – RYOP 2022 Map 1 – Regional Structure

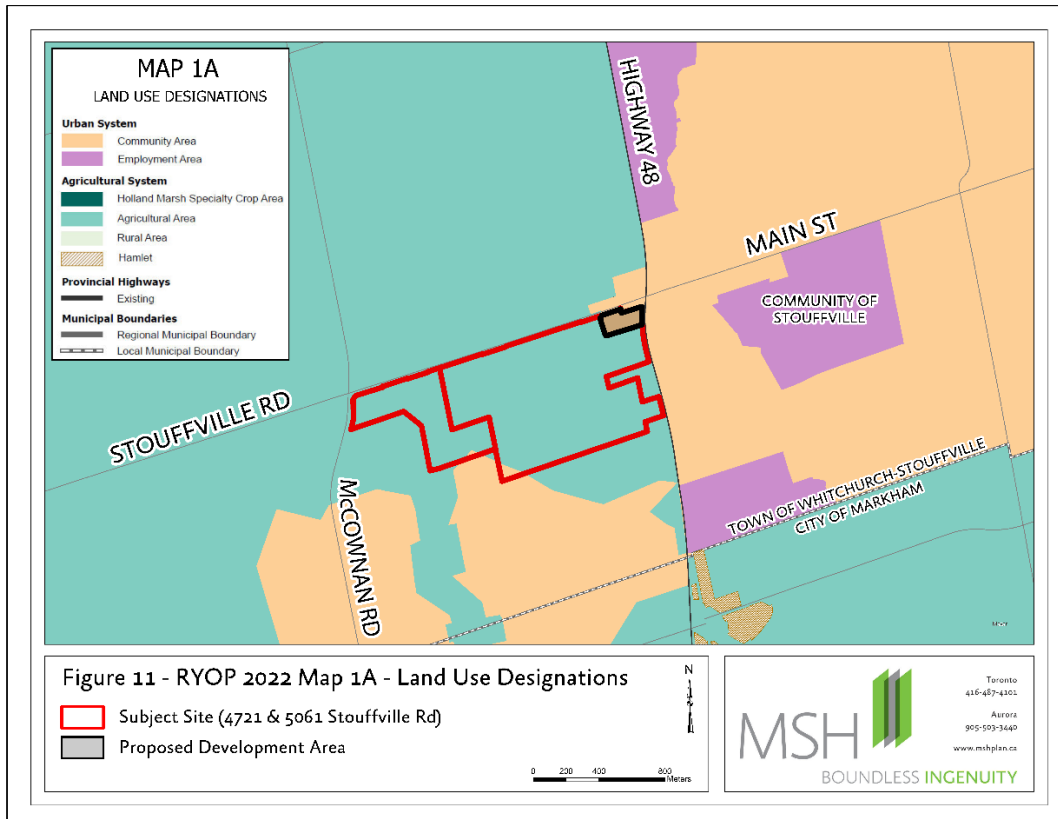


Figure 11 – Map 1A – Land Use Designations

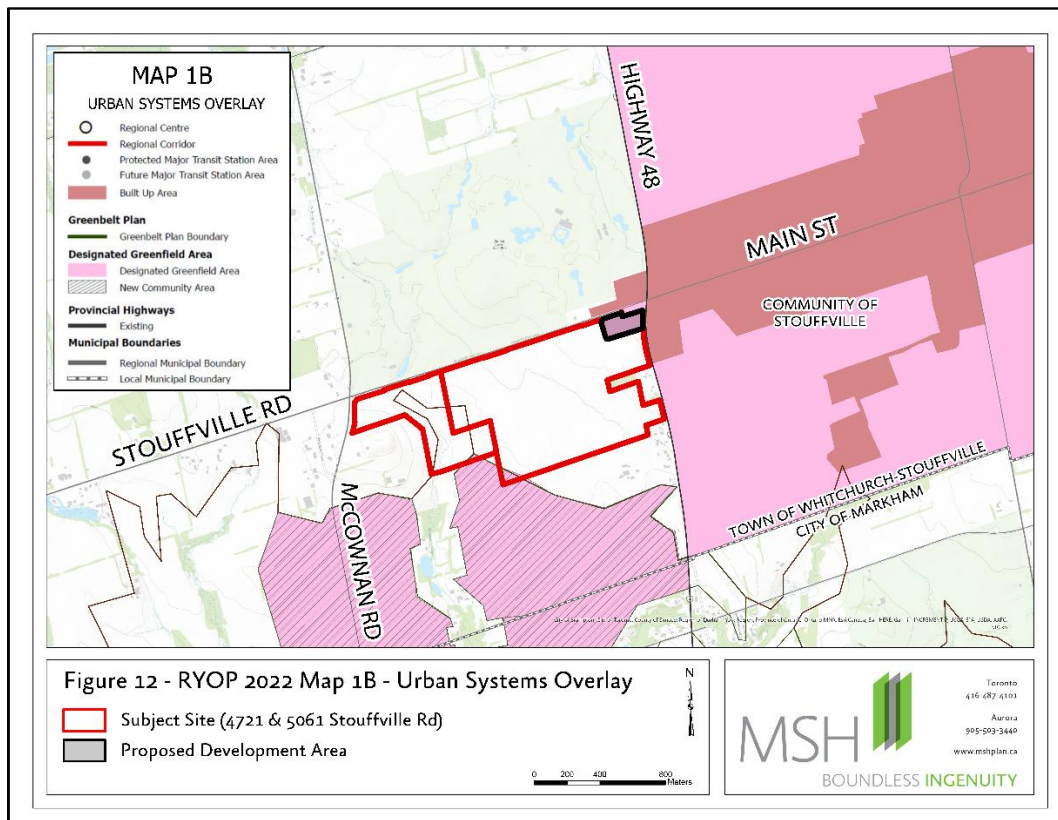


Figure 12 – RYOP 2022 – Map 1B – Urban System Overlays

Policy 1.3 indicates that a key guiding principle of the Plan is to provide for long-term growth and development based on the planned urban structure and to enhance York Region's urban structure through a comprehensive integrated growth management process that provides for healthy, sustainable, complete communities with a strong economic base. Also, to provide the services required to support York Region's residents and businesses to 2051 and beyond, in a financially and environmentally sustainable manner.

Policies 2.1.3a) and 2.1.4b) indicates that the Region's OP provides the foundational frameworks for where and how residential is to be directed to accommodate concentrations of existing and future population growth is accommodated to the year 2051. The Designated Greenfield Areas is where the minimum local municipal density targets in the Plan apply.

Policy 2.2.2 That growth management be integrated such that land use, financial and infrastructure planning achieve compact development patterns, promote the development of complete communities, optimize investments, provide for environmental sustainability, and minimize land consumption and servicing costs.

Policy 2.2.5, 2.2.11 Infrastructure in York Region's New Community Areas should be phased to support growth sustainably, aligned with York Region's intensification targets and complete community goals, with priority given to areas with existing Regional infrastructure capacity.

Policies 2.3.1, 2.3.2, 2.3.3, 2.3.4, 2.3.5, 2.3.10, 2.3.11, 2.3.13, 2.3.16, and 2.3.17 of the Region's Official Plan promotes the development of complete communities that are accessible, compact, and walkable, ensuring that essential services and amenities are located nearby to support residents' daily needs. These communities are thoughtfully designed with integrated green spaces, trails, and networks for pedestrians and transit, fostering an environment where residents can easily access parks, shops, services, and transit options. Additionally, they provide a diverse range of housing choices and multiple transportation options, creating vibrant, inclusive neighborhoods that enhance quality of life.

Policies 2.3.26 and 2.39 The concept of complete communities demonstrates how thoughtful planning can reduce the impacts of climate change. The proposed development aims to support a complete community by offering a blend of uses and promoting sustainable growth. This project includes a variety of unit types to accommodate diverse housing needs and supports intensified development that encourages active transportation, helping to reduce reliance on cars. Additionally, the development provides a mix of purpose-built rental and condominium units, contributing to housing affordability and flexibility. By integrating residential and community uses in a compact, accessible format, this development aligns with climate resilience principles and community vitality.

Policies 3.1.1, 3.1.5, 3.1.6, 3.2.1, 3.2.2, 3.2.3, 3.2.4 and 3.2.7 The Regional Plan emphasizes protecting and enhancing the Regional Greenlands (see **Figure 13**) and water resource systems by managing development near these areas. It encourages collaboration among various stakeholders, including local authorities, private entities, and conservation authorities. The goal is to restore and maintain the connectivity between natural and hydrologic features, improving environmental resilience and function.

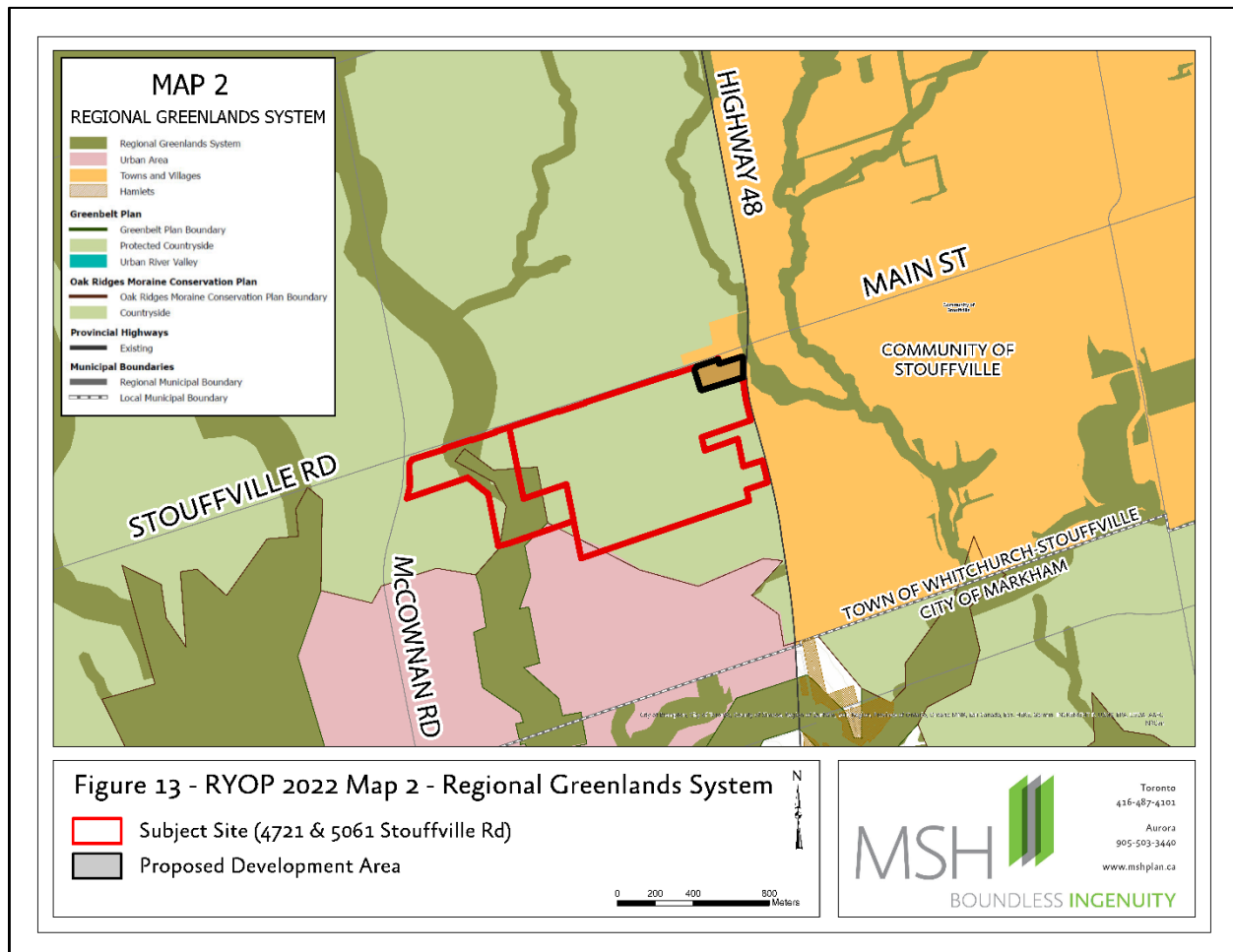


Figure 13 – RYOP 2022 – Map 2 – Regional Greenlands System

Policies 3.3.1, 3.3.2, 3.3.2, 3.3.3, 3.3.5, 3.3.6, 3.3.7 and 3.3.8 The proposed development will comply with the Regional Plan's policies for water resource protection, particularly in areas like the Oak Ridges Moraine. It will include the necessary technical studies (water budget, water conservation plan, and environmental servicing plan) to align with the watershed plan. The development will prioritize the protection and enhancement of water quality and quantity, while maintaining pre-development recharge rates in designated areas. These efforts ensure the development contributes to the protection of the water resource system, supporting the Region's goals for sustainable water management and ecological integrity. (See **Figures 14 to 16**).

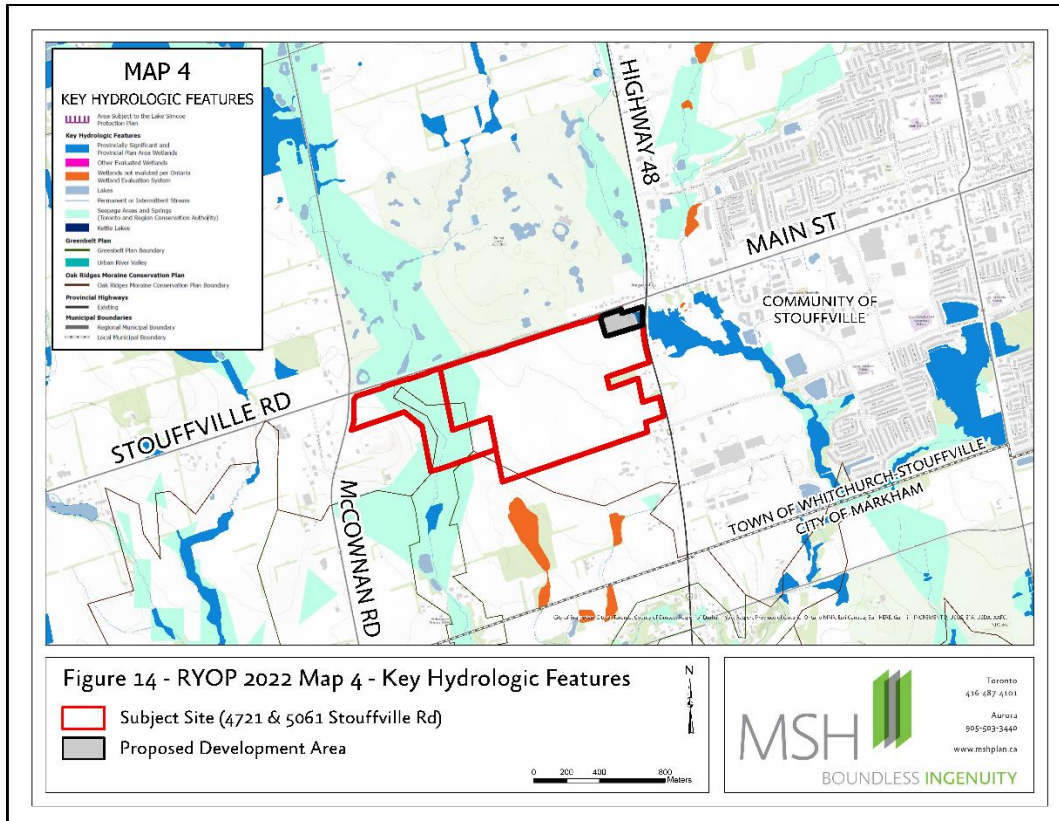


Figure 14 – RYOP 2022 – Map 4 – Key Hydrologic Features

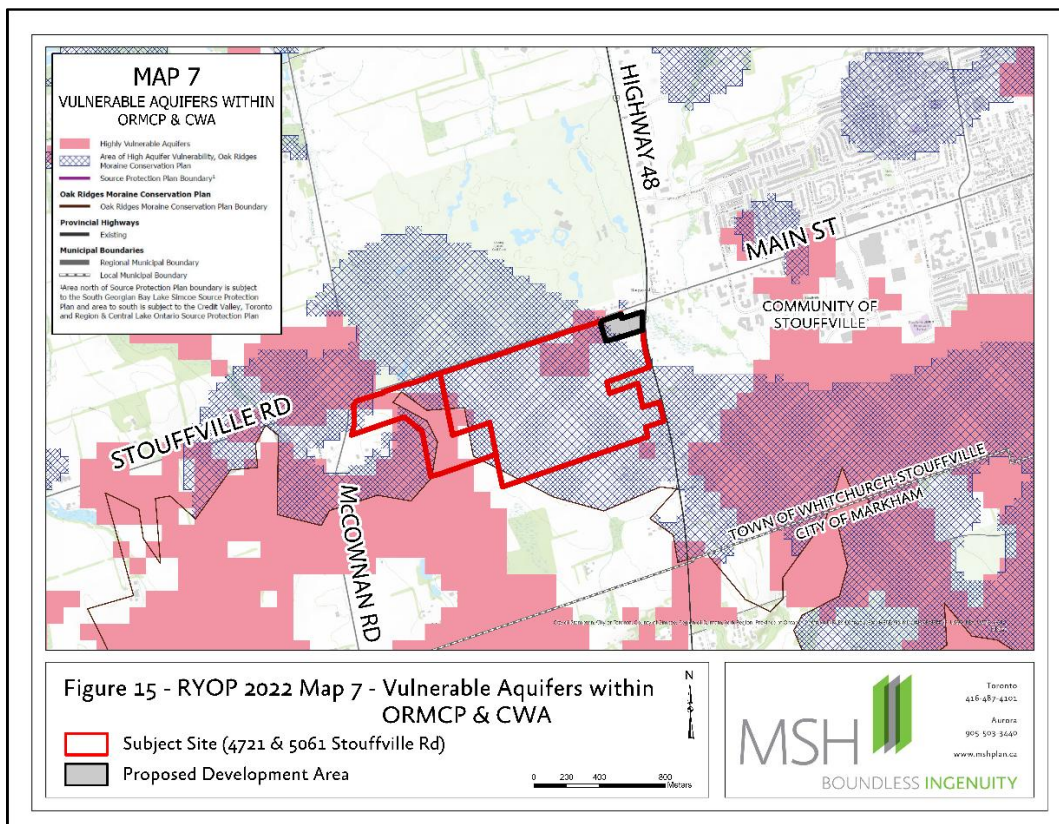


Figure 15 – RYOP 2022 – Map 7 – Vulnerable Aquifers within ORMCP

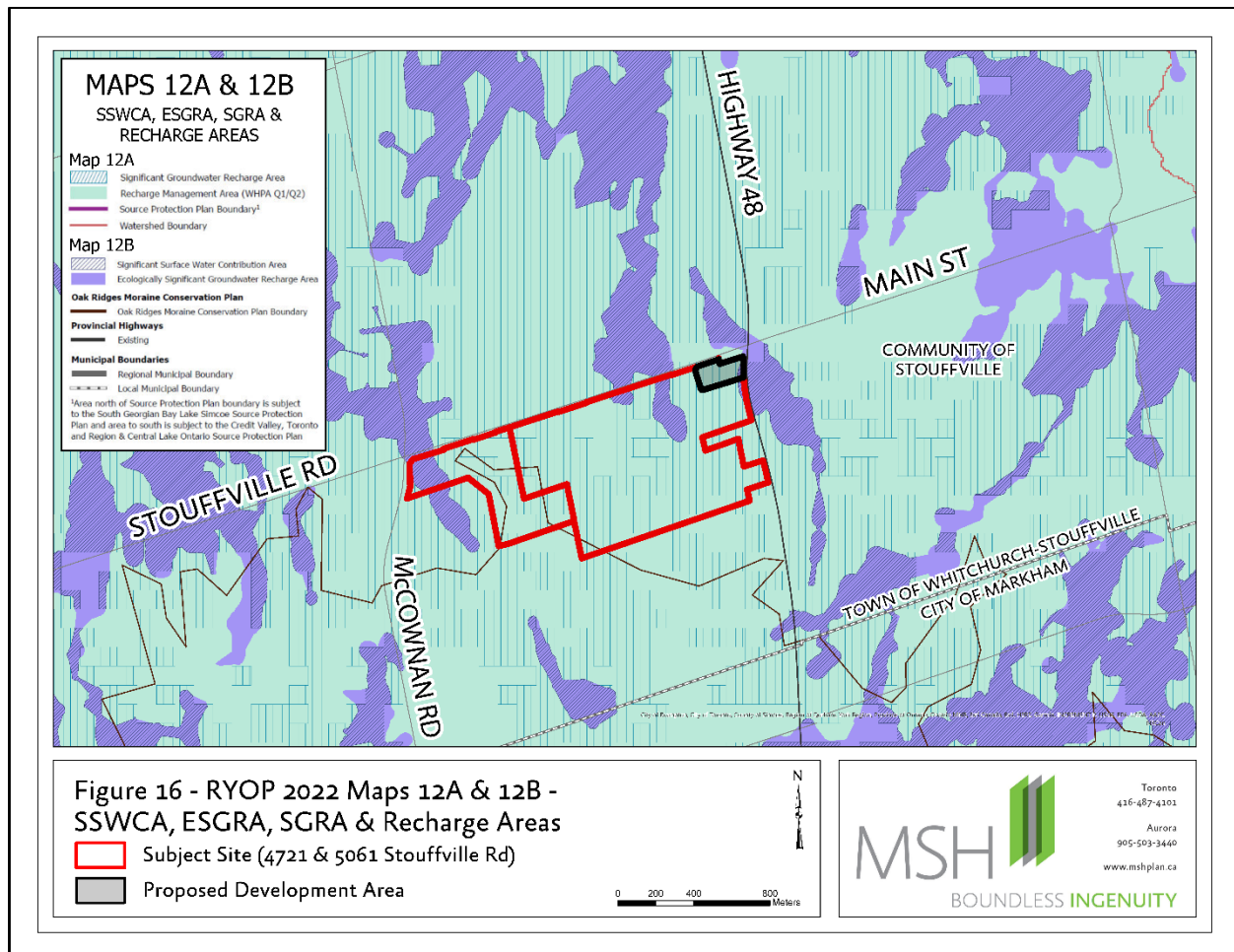


Figure 16 – Maps 12A & 12B – SSWCA, ESGRA, SGRA & Recharge Management Areas

Policies 3.4.5, 3.4.7, 3.4.13 The proposed development will be in accordance with the Regional Plan by safeguarding natural and hydrologic features through accurate on-site delineation, the establishment of appropriate vegetation protection zones, and ensuring the free movement of wildlife. Key areas will be identified through technical studies, and buffer zones will be implemented to meet or exceed the required standards. The design will prioritize the preservation of natural corridors, ensuring they remain unobstructed and support ecological connectivity, in full compliance with the Region's policies.

Policies 3.4.19, 3.4.20 and 3.4.21 The proposed development will adhere to Regional policies concerning wetlands by ensuring that there is no direct impact on Provincially Significant and Provincial Plan Area wetlands. For any development within 120 meters of these wetlands, but outside the vegetation protection zone, an Environmental Impact Study (EIS) will be carried out to ensure that no negative impacts occur to the wetlands or their ecological functions. In cases where wetlands are not mapped or require further evaluation, the EIS will assess their significance and functions and recommend appropriate protection measures. This approach will comply with Regional policies and help preserve the health and functionality of the wetlands. (See Figure 11 – Map 4 – Key Hydrologic Features)

Policies 3.4.27, 3.4.28 In alignment with Regional policies on significant woodlands, the proposed development will preserve these areas and their designated vegetation protection zones by avoiding site alterations. Should any portions of the woodland be identified as non-significant and eligible for removal without affecting the remaining woodland's ecological value, a Woodland Compensation Plan will be implemented. This plan, developed in collaboration with York Region, the conservation authority, and the Town, will ensure a net increase in woodland area. This approach aligns with the Region's goal of conserving woodland areas while supporting responsible, sustainable development.

Policies 4.1.1 and 4.1.3,4 The York Region Official Plan (ROP) identifies Towns and Villages as key areas for growth within the broader Urban System, consistent with the Oak Ridges Moraine Conservation Plan's designation of portions of these areas as Settlement Areas. The proposed development is situated within this designated Towns and Villages area, aligning with York Region's priorities for growth. By emphasizing compact and sustainable development principles outlined in the ROP, the proposal supports a concentrated growth approach that respects and integrates with the Oak Ridges Moraine's unique landscape and character.

Policies 4.2.1, 4.2.2, 4.2.4 The York Region Official Plan identifies Community Areas (See Figure 7 – Map 1A – Land Use Designations – Community Area) as central locations for residential, recreational, and essential services, aimed at ensuring residents have easy access to their daily needs within their neighborhood. The proposed mixed-use development supports this vision by providing a blend of housing options, including rental and condominium units, alongside a daycare facility. This diverse mix accommodates different stages of life and housing needs, supporting affordability and choice in the area. By combining residential spaces with key services like daycare, the development promotes a balanced, accessible environment that enables residents to live, work, and access services nearby. This approach aligns with the Region's intensification and sustainable growth objectives, contributing to a complete, well-rounded community.

Policies 4.1.1, 4.1.3, 4.1.5, 4.2.2, 4.2.3, and 4.2.4 indicate that it is an objective of the ROP to ensure that the Community Areas are walkable, pedestrian oriented and in close proximity to services and open spaces. These communities will be transit oriented and encourage active transportation. The proposed development's reduced parking standard and provision of amenities such as bike storage and the proximity to transit make the development part of a complete community that promotes active transportation while integrating greenspaces for its resident's.

Policies 4.4.1, 4.4.2, 4.4.3, 4.4.4, 4.4.6, 4.4.7, 4.4.8, 4.4.9, 4.4.12, 4.4.15, 4.4.17, 4.4.18, and 4.4.19. The proposed development introduces modest intensification and a mixed-use structure within a Strategic Growth Area, supporting the Town's goals for meeting intensification targets. In line with the Regional Official Plan (ROP), it utilizes the land efficiently and sustainably, in harmony with available services and infrastructure. This

mixed-use development will offer diverse housing choices—including both purpose-built rental and condominium units—providing options that support active transportation and convenient access to social services, retail, employment, and recreational facilities. Positioned along arterial roads, it also accommodates "missing middle" housing needs.

The proposal emphasizes an urban form and design that is compact, accessible, street-oriented, and friendly to pedestrians and cyclists. Although the site is not on a rapid transit corridor, it is approximately 2.9 km to the GO station located east of Albert Street, providing convenient access to sustainable transit options. The development is further designed to ensure an appropriate transition in built form, blending seamlessly with the adjacent areas to the north and east.

Policy 4.5.1 York Region has a long-standing tradition of close-knit villages, each with a distinct sense of place and identity, complete with main streets and spaces to live, work, and play. The proposed development has a role in supporting growth, whether through residential or employment areas. Towns and Villages serve as local hubs, meeting the needs of nearby rural communities, agricultural zones, and rural areas.

Policies 6.1.1, 6.1.2, 6.3.3, 6.3.5, 6.3.7, 6.3.25, 6.3.26 states that active transportation and transit should be prioritized to reduce the single occupancy vehicle trips. The proposal focusses on making efficient use of existing transportation infrastructure and seeks to reduce automobile dependence, more sustainable transportation options that are innovative, convenient and reliable. The compact, mixed-use urban form also supports sustainable modes of transportation where walking, cycling and transit are comfortable and convenient ways to reach the resident's destination.

Policy 6.3.33 The conveyance of any lands required for widenings or site triangles will be provided to the proper authority.

Policies 6.4.1, 6.4.3, 6.4.6 and 6.4.13 York Region emphasizes the importance of dependable water and wastewater services to sustain community well-being and economic growth. The Region coordinates with local municipalities to ensure that new developments have the necessary infrastructure in place before they are occupied. Water sources include the Great Lakes, Lake Simcoe, and groundwater, regulated by environmental policies. In Urban Areas, Towns, and Villages, developments are expected to use full municipal water and wastewater services, with any needed expansions evaluated for feasibility and environmental impact. The development is proposed to be on full municipal services.

Policies 6.5.2, 6.5.3 and 6.5.7 York Region requires that new stormwater management facilities be designed to protect drinking water. The proposed development will follow best practices in stormwater management to reduce volumes, contamination, and changes to the water balance, while maximizing infiltration.

In response, the proposed development will include a detailed stormwater management report to address these requirements, satisfying both the Town and Conservation

Authority. The design will incorporate water-efficient and innovative approaches that align with best practices, focusing on reducing runoff, maintaining water quality, and supporting groundwater recharge. Through these measures, the development will fully comply with the Region's stormwater management policies, contributing to the protection of drinking water sources and sustainable water management.

Policy 6.6.5 The proposed development will adhere to all three-stream waste diversion programs.

Rationale:

The proposed development seeks to activate underutilized land in the Designated Greenfield Area and fully support the Region of York policies. The current proposal is in keeping with the level of development of the surrounding area and is typical of gateway sites.

The proposed mixed-use development at 5061 Stouffville Sideroad in Stouffville — comprising a daycare facility, purpose-built rental units, and condominium units—meets the Region of York Official Plan (ROP) policies for designated Community Areas within Towns and Villages. The development aligns with the ROP's goals for sustainable and compact growth, providing a variety of residential and supportive uses that meet the Region's intensification and density objectives while responding to local community needs.

Alignment with Community Area Designation

Under the ROP, Community Areas, including the designated Towns and Villages, are intended to support a diverse range of residential, commercial, and social service uses that fulfill daily living, working, and recreational needs in a cohesive urban environment. The proposed development reflects this policy by incorporating mixed-use components that create a balanced community. The integration of a daycare facility directly contributes to the ROP's emphasis on local access to human services, while the residential units expand housing options for residents at different life stages and income levels, supporting a diverse population base.

Contribution to Housing Variety

The proposed development is located within a Strategic Growth Area, with compact and mixed-use design that aligns with the ROP's strategy for efficient land use. The high-density residential offerings — including a mix of rental and condominium units — expand the range of housing types and tenures available within Stouffville, in line with the Region's objectives to support housing diversity. This combination encourages active transportation and aligns with planned infrastructure, further supporting the efficient use of both hard and soft services, as required by the ROP.

Urban Form, Accessibility, and Transportation Connectivity

Designed with pedestrian and cyclist-friendly features, the development prioritizes an urban form that is compact, street-oriented, and accessible. Although the site is not directly on a rapid transit corridor, it is located approximately 2.9 km from the nearby GO Station, offering residents access to a regional transit option that reduces reliance on personal vehicles. This proposal supports the Region's broader transportation and sustainability goals by facilitating connectivity with public transit and accommodating active transportation modes.

Compatibility with Surrounding Areas and Transition in Built Form

The development plan ensures an appropriate transition of built form, respecting the surrounding residential and commercial areas to the north and east. By incorporating gradual transitions in building heights and massing, the proposal achieves compatibility with adjacent land uses, fulfilling the ROP's requirements for cohesive development within Community Areas.

In summary, the proposed development conforms to and is consistent with the 2022 Region of York Official Plan. By delivering a diverse mix of uses, facilitating modest intensification, enhancing housing variety, and prioritizing pedestrian connectivity, the development supports the Region's objectives for complete and sustainable communities. Through its design and functional integration with the surrounding area, the proposal reflects York Region's growth priorities and contributes positively to the Town of Whitchurch-Stouffville's evolving urban landscape.

3.3 Oak Ridges Moraine Conservation Plan

The Oak Ridges Moraine Conservation Plan (ORMCP) was prepared and approved under the Oak Ridges Moraine Conservation Act, 2001 and updated in May 2017. The ORMCP sets out long-term rules for managing growth and natural resources in the area. It limits how much development can occur on the Moraine, making sure that key natural areas are protected and preserved.

The subject lands are located within the Community of Stouffville urban area and are designated as Settlement Area in the Oak Ridge Moraine Conservation Plan.

Section 18 (3) of the ORMCP states:

With respect to land in Settlement Areas, all uses permitted by the applicable official plan are permitted, subject to the provisions of this Plan that are listed in subsections 19 (3) and 31 (4).

The portion of the subject lands that are designated Gateway Mixed-Use Area under the Town's OP, are located within the settlement area. Therefore, the policies of the Town of Stouffville Official Plan are the relevant policies, along with the subsections in the

ORMCP, which generally includes natural heritage area, key natural heritage feature, hydrogeological and infrastructure/servicing policies.

In addition to the items noted above, a stormwater management pond and roads are proposed outside of the area that is designated as Settlement Area. The stormwater management pond and roads are located in an area designated as Countryside per the ORMCP. The definition of infrastructure in the ORMCP includes both roads and stormwater systems and both are permitted in the Countryside Area, subject to criteria. It is our view that the criteria for these items are satisfied as follows:

- The locations are appropriate in order to facilitate the gateway development on the site
- The agricultural use will remain on the remainder of the site and will continue to be viable.

The proposal is consistent with and conforms to the ORMCP.

3.4 Town of Whitchurch Stouffville Official Plan

The Town of Whitchurch-Stouffville Official Plan (Community of Stouffville Secondary Plan) is currently the operative Official Plan governing the site. However, the Town of Stouffville in May 2024 adopted a new Official Plan (2024).

Although the new Official Plan has not yet been formally approved by the Minister of Municipal Affairs and Housing, I have chosen to apply its policies in this Planning Justification Report. This decision is based on the fact that the new Official Plan represents the most current planning framework for the municipality and reflects the updated vision, priorities, and strategic objectives that are in line with contemporary planning principles.

By utilizing the policies of the new Official Plan, we are ensuring that the proposed development aligns with the municipality's forward-looking goals and addresses emerging needs, such as growth management, environmental protection, and community design, more effectively than the previous plan. Additionally, the new Official Plan has undergone extensive public consultation and review, providing a more accurate and robust reflection of the community's current expectations and priorities.

Given these factors, it is both practical and beneficial to assess this development proposal within the context of the new Official Plan, even though final approval from the Minister is still pending. It is important to note that, while no specific timeline has been established for the approval of the Draft Official Plan by the Minister of Municipal Affairs and Housing, it is generally anticipated that approval may occur before the end of 2024 which would generally coincide with the approximate date of the submission of this report.

The subject site is within the Settlement Area and Urban Boundary in addition to the Strategic Growth Area as shown on Schedule A, Town Structure (see **Figure 17**).

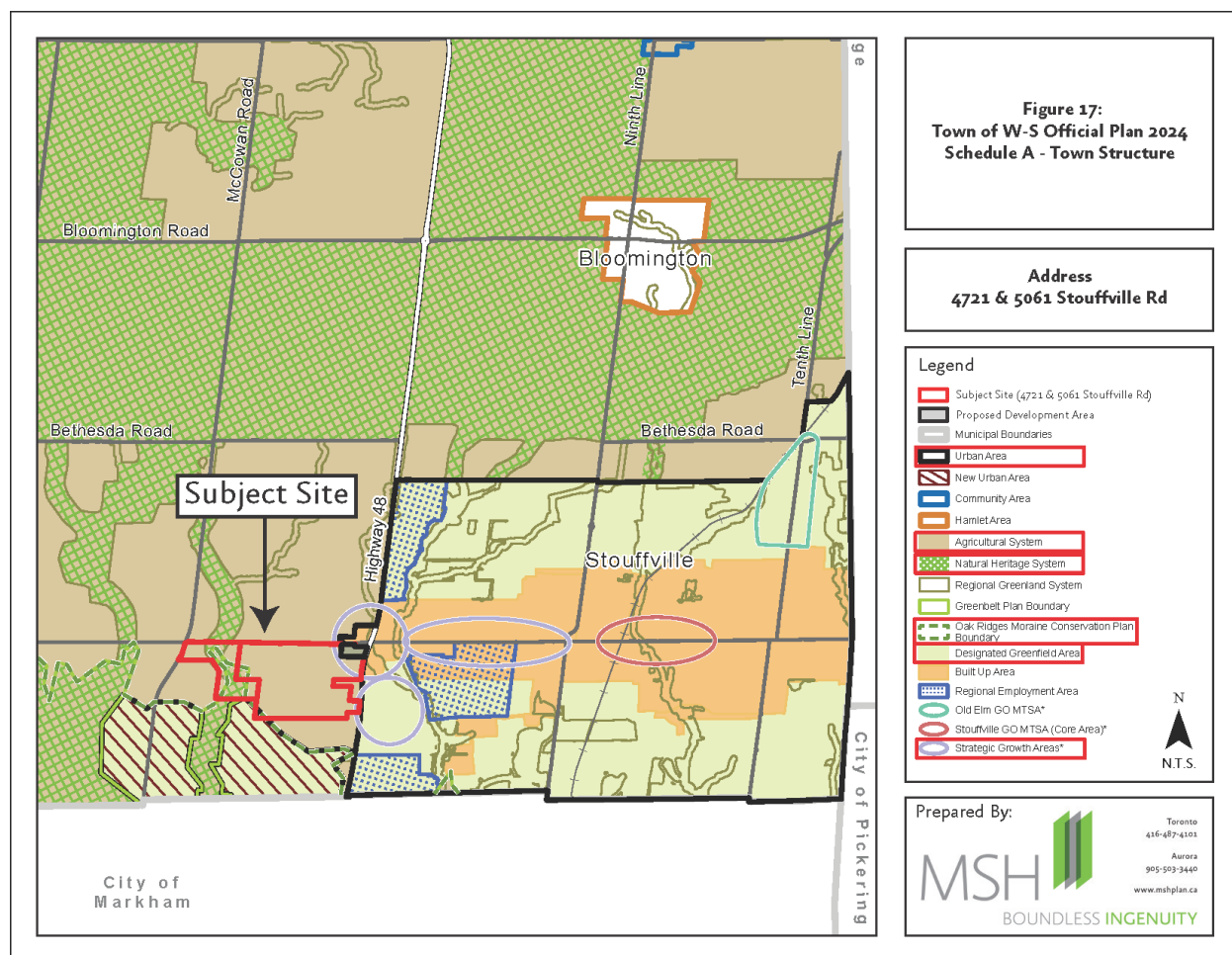


Figure 17 – Schedule A – Town Structure

The subject lands are designated Gateway-Mixed Use Area and a portion of the lands are also designated Significant Environmental Area (see **Figure 18**).

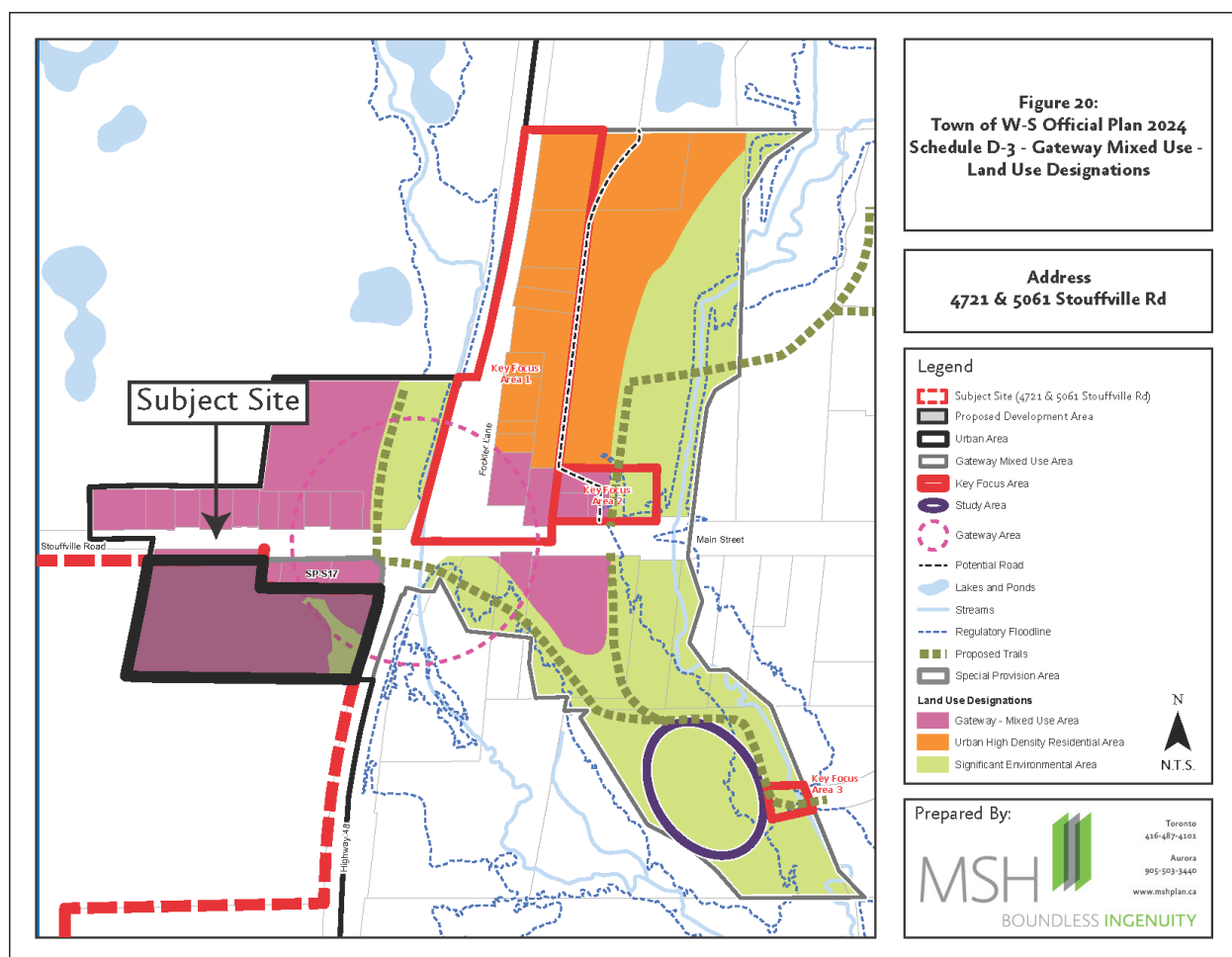


Figure 18 – Schedule D-3 – Gateway Mixed Use Land Use Designations

Schedule P1 – Active Transportation Plan, indicates that Main Street is designated for an in-boulevard pathway and Stouffville Sideroad, west of Highway 48 has a paved shoulder. In addition, various streets east of the subject lands are designated for shared roadways or shared pathways. (see **Figure 19**).

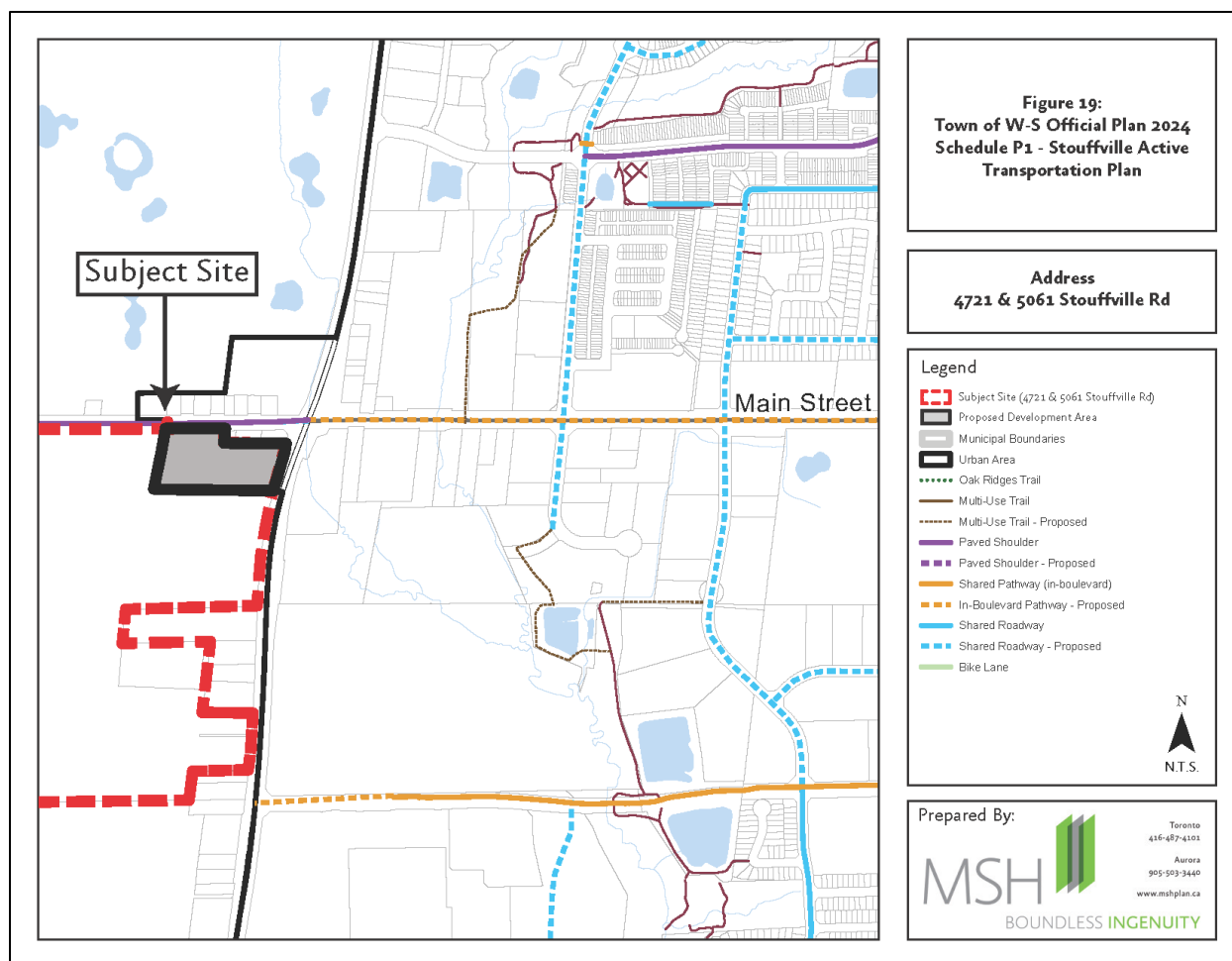


Figure 19 – Schedule P1 – Stouffville Active Transportation Plan

Policy 1.3.1.1 – It is a goal of this Official Plan that the Community of Stouffville will:

- Continue to be the primary focus of intensification for population and employment growth.
- Evolve as a balanced complete community with opportunities for living, working, recreating, and flourishing commercial opportunities.

Policy 2.2.1.1 – The Community of Stouffville will continue to develop as a complete community with a compact built form that promotes the efficient use of land and infrastructure with densities and land use patterns supportive of transit service.

Policy 2.2.1.2 – The Community of Stouffville will continue to accommodate the broadest mix of land uses including a full range of housing types and densities including affordable housing, employment opportunities, commercial uses, and public service facilities.

Policy 2.2.6.1 – Strategic Growth Areas are conceptually shown on Schedule A – Town Structure and are the primary locations for concentrations of higher density and mixed-use development in the Town. The applicable land use designations in Section 6 specify the range of permitted uses and applicable density, height and built form requirements to

direct growth and intensification. The Strategic Growth Areas comprise local centres and corridors, which include:

b. Gateway Mixed Use Area

Policy 2.2.6.2 – Strategic Growth Areas will serve as important neighbourhood focal points and main streets that provide a range of working, shopping, recreation, human services and housing opportunities with appropriate forms and scale that complement the surrounding community.

Policy 2.2.6.6 – The Gateway Mixed Use Area is shown on Schedule D-3 – Gateway Mixed Use Land Use Designations and includes the Gateway - Mixed Use and Urban High Density Residential designations (See Figure 20 – Schedule D3 – Gateway Mixed-Use Land Use Designation). The Gateway Mixed Use Area recognizes the prominence of the intersection of Highway 48 and Main Street as the most significant entrance into the Community of Stouffville as a unique district with potential for mixed use development fronting on Main Street/Stouffville Road. The detailed land use policies for the Gateway Mixed Use Area are included in Section 6 – Land Use Strategy.

Policy 2.8.1.1 – The Town will:

- b. Recognize that the growth forecasts to 2051 established by York Region are minimum growth forecasts that the Town is required to plan to achieve. The Town may plan to achieve higher growth forecasts in consideration of the actual potential of the Town to accommodate appropriate growth.
- c. Concentrate growth in the Town's settlement areas, notably focused within the Urban Area of the Community of Stouffville and New Urban Areas.
- d. Integrate growth management such that land use, financial and infrastructure planning achieve compact built forms and development patterns, promote the development of complete communities, optimize investments, provide for environmental sustainability, and minimize land consumption and servicing costs.
- e. Undertake an agile approach to growth management by ensuring regular review and monitoring of infrastructure investments in response to the pace, phasing, and distribution of growth to maintain financial sustainability.

Policy 2.8.2.1 – The Town will:

- a. Direct growth in accordance with the following intensification hierarchy:
 - ii. Strategic Growth Areas; and,
- b. Direct growth to areas that have appropriate existing and/or planned transit, water, wastewater and road infrastructure capacities, and the provision of suitable access to local parks, schools, and other social, cultural and commercial services.

- g. Support a shift towards higher-density housing forms in Built-Up Areas, through compact built forms, investment in the public realm, and mobility and community amenities to support higher density, urban living.
- h. Support a more compact built form and a mix of uses and densities and establish and implement phasing policies.
- i. Establish the dwelling mix and average household sizes allowed in any given development at the time of development application, supported by a planning study that demonstrates how the proposal contributes to achieving the Town's density targets.

Policy 2.11.1.1 – The Town will:

- b. Require new development in the Community of Stouffville to be serviced by municipal water services subject to available capacity.

Policy 2.11.1.2 – The Town will:

- a. Direct new development in the Community of Stouffville to be serviced by municipal sewage services subject to available capacity.

Policy 2.11.1.4 – The Town will:

- a. Direct that stormwater from any proposed development generally be treated and retained on site or within a specific area approved by the Town.
- b. Ensure water quality and quantity criteria is to the satisfaction of the Town, in consultation with the Conservation Authority. Where intensification is proposed, individual lot level approaches shall be required where feasible, including measures such as reduction of impervious areas, cisterns, porous or permeable pavement, green roofs and bioswales.

Policy 3.2.2.2 – The Town will:

- a. Meet current and future housing needs through flexible built form design, densities, unit sizes, affordability, and tenure to provide housing options, in alignment with the housing targets.
- b. Plan to achieve the following housing mix targets for new housing, residential intensification and redevelopment to provide for greater housing options:
 - i. 42% low density (includes singles and semi-detached);
 - ii. 27% medium density (includes townhouses and apartments in duplexes); and,
 - iii. 32% high density (includes apartment units).
- c. Support higher density housing, infill development and non-traditional housing types by allowing a broader range of permitted dwelling types in land use

designations and allow greater flexibility to expand residential dwelling type permissions.

- d. Encourage construction and development standards for higher density housing, infill development, redevelopment, and new residential development in a form that: Section 3: Planning for Complete Communities Town of Whitchurch-Stouffville Official Plan, May 2024 (Adopted by Council).
 - i. Minimizes the cost of housing and facilitates more compact built form;
 - ii. Maintains appropriate levels of public health and safety;
 - iii. Considers reduced construction costs through modest amenities, finishes and flexibility within units; and,
 - iv. Is compatible with the surrounding neighbourhood.
- g. Provide for a mix and range of housing options suitable for all ages, household sizes and abilities, in partnership with York Region, senior levels of government, the development industry, community partners and other stakeholders, including:
 - i. Affordable housing to address needs throughout the income spectrum;
 - ii. Emergency and transitional housing;
 - iii. Co-housing, group rooming, and special needs housing; and,
 - iv. Purpose-built rental housing.
- j. Contribute to York Region's purpose-built minimum rental target of 1,000 new purpose-built rental units to be built Region-wide per year and strive to achieve the allocated number of purpose-built rental units within the Town.
- k. Identify locations along Regional arterial roads and other major streets where the missing middle can be accommodated.
- p. Achieve a minimum target of 25% affordable housing units for new residential development outside of a Major Transit Station Areas; and a minimum target of 35% affordable housing units for new residential development within a Major Transit Station Area.
- r. Work with developers through the planning approvals process to identify flexible approaches and opportunities for the provision of affordable housing, including encouraging an adequate mix of rental and ownership tenure units for a wide range of household types, particularly for larger development applications.
- u. Ensure new affordable housing addresses a mix of tenures and range of unit types to support all household types.

Policy 3.6.1.1 – The Town will:

- b. Ensure that communities are designed to the highest urban design standards which:
 - i. Ensure appropriate transition to surrounding land uses to support land use compatibility, through variations in built form massing, setbacks and the use of angular planes, to ensure compatibility with adjacent uses;
 - ii. Encourage urban design standards in a manner compatible to the distinct character of the Town's various communities and unique neighbourhoods;
 - iii. Promote features that complement the massing patterns, rhythms, character and context of the existing development, while recognizing that built form evolves over time and that new buildings should not necessarily replicate existing buildings; and
 - iv. Promote development and spaces that showcase the Town's rural character, agricultural community and healthy natural environment.
- c. Ensure that communities are designed to support walkable neighbourhoods and vibrant public spaces, which:
 - i. Comply with the Complete Streets policies in Section 2.11.3;
 - ii. Provide pedestrian scale, safety, security, accessibility and connectivity to promote physical activity, wellness and reduce automobile dependency;
 - iii. Implement a Town-wide 'community safety approach' to design, where everyone feels safe, has a sense of belonging, and can enjoy publicly accessible spaces;
 - iv. Complement the character of the existing community's unique sense of place to foster social connections and inclusions;
 - v. Promote a pedestrian-oriented urban built form through massing, design and building orientation which creates active all-season attractive streets for pedestrians and where required by this plan, ground floor uses for retail, community and personal services,
 - vi. Promote landscaping which will increase the Town's tree canopy and community greening as well as variety in species which provide a variety and colour year-round and promote environmental sustainability;
 - vii. Use strategic building placement and orientation to support opportunities for walkability, accessibility and pedestrian visibility;
 - viii. Provide attractive streetscapes that encourage active transportation, and improve road safety; and,

- ix. Create well-defined, centrally located public spaces that support connectivity, physical activity and social interactions.
- e. Locate parking areas in locations generally screened from public view, particularly along major arterial roads, and within MTSA's and Strategic Growth Areas in the Community of Stouffville.

Policy 6.4.4.1 – Permitted uses in the Gateway – Mixed Use Area designation, subject to the development policies in this Section, include:

- a. Mid-rise and high-rise residential dwellings in the form of apartment buildings;
- b. Commercial and office uses at grade as part of a mixed-use building fronting on Stouffville Road or Highway 48, or as adaptive re-use of buildings and structures designated under the authority of the Ontario Heritage Act;
- c. Community and cultural facilities that are integral to a neighbourhood including uses such as day care centres, libraries, schools, community centres, and public recreation facilities;
- d. Home occupations; and
- e. Live/work units.

Policy 6.4.4.3 – Development in the Gateway – Mixed Use Area designation will conform to the following policies:

- a. Mid- and high-rise residential buildings ranging from a minimum of 5 storeys in height to generally 20 storeys in height may be permitted.
- b. For development that has frontage on Stouffville Road or Highway 48, residential dwellings will only be permitted when located above ground floor commercial, office, institutional uses, or uses accessory to the residential dwellings.
- c. A minimum floor space index of generally 2.5 should be achieved.
- d. Development must demonstrate consistency with any applicable area specific urban design guidelines.
- e. The appropriateness of the built form, massing and building heights shall be evaluated subject to the following:
 - i. the urban design policies of Section 3.6 of this Plan,
 - ii. any applicable area specific urban design guidelines.
 - iii. consider the application of angular planes, the creation of pedestrian-scale street walls/streetscapes and the overarching vision for creating a walkable, animated and activated community
- f. To support the development of complete communities, proposals to develop, redevelop or intensify a site will demonstrate:

- i. Convenient access to public transit and active transportation routes;
 - ii. Adequate bicycle parking and bicycle storage facilities;
 - iii. Strong pedestrian linkages between the building and the street edge, and throughout the site;
 - iv. Close proximity and access to amenities such as parks, open space, schools, shopping, active transportation routes, and other public service facilities. Where possible, new development should be located within a five-minute walk to these amenities;
 - v. The nature and extent of existing land uses, or designated land uses adjacent to the site with respect to compatibility and integration;
 - vi. The adequate provision of indoor and outdoor amenity space;
 - vii. The provision of adequate municipal services to the site, and;
 - viii. High-rise buildings will generally be sited along highways or arterial roads and at major intersections, and mid-rise buildings will generally be sited along collector or local roads, subject to the creation of pedestrian-scale street walls/streetscapes and consistency with the overarching vision for creating a walkable, animated and activated community.
- h. Parking areas will generally not be sited in front of the main wall of the building or along public frontages. Above grade parking structures should be integrated with the building design so they are screened and have active uses along the street frontages.
- g. To enhance the gateway element and the approach into Stouffville, all proposals shall ensure that quality and substantive landscaping is provided to enhance the image of the development by breaking up the appearance of parking areas and, to compliment and reinforce the architectural appearance of the commercial, retail and residential buildings. In the assessment of the parking courts, an emphasis will be placed upon the creation of grid system of “internal driveways” that are lined with trees.
- o. Development or redevelopment proposals will have well defined and articulated street edges through the establishment of minimum and maximum setbacks having regard for the direction in the applicable area specific urban design guidelines.
- q. Variation in site and building design will create visually interesting streetscapes and a strong sense of place along street frontages, with landmark buildings or substantial landscaping treatment.
- r. All parking areas, loading and service areas shall be adequately screened from public view and adjacent roads.

- s. Safe pedestrian access from adjacent streets into the interior portions of the development shall be provided.
- u. Ensure buildings that form part of the gateway area of Stouffville Road and Highway 48 address both the road frontages equally through high quality and attractive built form, landmark buildings, architectural articulation and an enhanced public realm.
- v. Work with proponents to encourage increased setbacks for development located within the Gateway Area, being the intersection of Stouffville Road and Highway 48, identified in Schedule D-3 – Gateway Mixed Use Land Use Designations (See Figure 20) to create space for active uses at grade and enhanced public spaces. The Town will also work with proponents of development in these areas to ensure engaging streetscape elements are incorporated into the design of these spaces

Policy 6.4.4.4 – The Town will require that the following additional technical studies be undertaken to the satisfaction of the Town:

- a. The Gateway – Mixed Use Area is appropriate for a range of land uses including mixed use and medium and high density residential, as well as the Natural Heritage System, subject to the outcome of a number of technical studies considered necessary to determine the extent of development, and the appropriate type of infrastructure needed to support the development. As natural features, functions and hazards extend across several privately and publicly owned properties, a comprehensive/collaborative approach is required to ensure that appropriate consideration has been given to assessing the terrestrial linkages, as well as upstream and downstream connections and impacts associated with the natural features and natural hazards.
- b. The lands in the Gateway – Mixed Use Area will be developed in accordance with the policies of the Gateway – Mixed Use and Urban High Density Residential designations subject to appropriate amendments to the Zoning By-law and other development control measures, provided that the following studies demonstrate that development can be accommodated and natural features and functions (e.g., valley/stream corridor, headwater drainage feature, wetland, woodlands, significant wildlife habitat, habitat of endangered and threatened species) are maintained to the satisfaction of the Town in consultation with the TRCA:

Rationale:

The proposed development at 5061 Stouffville Road has been designed to align closely with the objectives of the Town of Stouffville's new Official Plan (OP), specifically within the Gateway Mixed Use Area designation. As noted earlier in this report, while awaiting approval from the Minister of Municipal Affairs, generally expected by year-end, the new OP provides forward-looking policies that prioritize mixed-use intensification in key areas to support sustainable growth, community inclusivity, and efficient land use.

Alignment with Gateway Mixed Use Area Policies

The Gateway Mixed Use Area designation emphasizes the importance of strategic growth and higher-density, mixed-use developments that utilize existing or planned municipal infrastructure while enhancing the character and functionality of the area. Located at a prominent position within the Town's urban structure, the site is ideally suited for such growth, in terms of design, infrastructure capacity and its proximity to established community amenities.

The development proposal includes five residential towers (three condominiums and two purpose-built rental buildings), accompanied by a daycare facility in a separate building. This mix of uses directly supports the OP's goal of creating complete, connected, and livable communities within the Gateway Mixed Use Area. By offering both ownership and rental housing options, the development contributes to the Town's housing objectives by providing various tenure types that can accommodate diverse households, including families, singles, seniors, and young professionals. Additionally, purpose-built rental units support housing choice and long-term stability for residents.

An added benefit of the development is its focus on active transportation, such as walking and cycling, while reducing the need for single occupant vehicular trips. With pathways/trails, bicycle storage, and pedestrian-friendly design, this project encourages residents to choose healthy, sustainable travel options. By supporting walking and cycling connections, the development aims to reduce car dependency, promote a healthier lifestyle, and foster community interaction.

Urban Design and Community Connectivity

The proposed development's design fosters a compact urban form that supports walkability and enhances connectivity within the community. The towers are designed with a pedestrian-oriented podium, integrating outdoor spaces, landscaped areas, and public realm improvements that contribute to an inviting and accessible streetscape. This aligns with the OP's vision of the Gateway Mixed-Use Area as a vibrant and active corridor, establishing a strong sense of arrival and identity for Stouffville.

Infrastructure and Efficient Land Use

The Town's new OP strongly encourages the use of existing infrastructure to support sustainable growth. The subject site's location within a serviced area makes it ideal for high-density, mixed-use development, which maximizes the efficiency of municipal infrastructure, such as water and sewer services. This is one of the priorities of the Town. The compact, multi-residential and service-oriented design aligns with the OP's goals for efficient land use, minimizing the ecological footprint while accommodating future growth within the urban boundary.

Proposed Amendments and Policy Compliance

To make this development possible, the applicant is requesting changes to the Official Plan and the Zoning By-law to allow for higher density and a mix of uses on the site. These changes are necessary to align the project with the Town's goals, supporting a mix of residential and community services that help create a connected, vibrant neighborhood. By allowing some flexibility in the Official Plan policies and zoning by-law development standards, these updates will help the Town meet its growth targets while ensuring a high-quality development that benefits residents and supports a sustainable, thriving community.

Generally, the Official Plan permits building heights of up to 20 storeys and a minimum FSI of 2.5. The proposed building heights of up to 29 storeys are appropriate as they demonstrate a range of heights, building up to the corner of Highway 48 and Stouffville Road. In addition, generous tower spacing is provided and the podium heights proposed are very low – meaning that the impact to nearby properties is minimized. Parking is located centrally on the site and underground. Active frontages are proposed.

The proposed FSI is 3.35, which exceeds the minimum requirement and provides for a high density development that is appropriate for a gateway site.

The daycare facility will be an important resource for the community, providing easy access to essential services right in the neighborhood. By reducing the need for long commutes, it also encourages walking, biking, and other active transportation options. Including the daycare aligns with the Town's vision to bring important community services into high-density areas, helping to build a strong, inclusive neighborhood. Conveniently located, the daycare will serve both residents of the new development and families from nearby areas, making it a welcoming and accessible option for the broader community.

Overall, the proposed development at 5061 Stouffville Road exemplifies the core objectives of the Town of Stouffville's new OP, meeting the high standards set for mixed-use developments within Gateway Mixed Use Areas. It embodies the principles of compact, efficient growth, a diversified housing supply, and accessible community services that strengthen Stouffville's urban landscape. Through the requested amendments, this project will advance Stouffville's vision of a resilient, inclusive, and well-connected community that meets the needs of both current and future residents.

3.5 Town of Whitchurch Stouffville Zoning By-law

The subject site is subject to the zoning provisions of the Comprehensive Zoning By-law 2010-001-ZO which was passed by Town Council on March 2, 2010 and subsequently approved by the Ontario Municipal Board on January 13, 2011.

The site is zoned Oak Ridges Moraine - Countryside (ORM-C) by by-law 2010-001-ZO (see **Figure 20**). The ORM-C zone presently permits a variety of Agricultural uses, Fish and Wildlife and Forestry Management, Group Homes, Home Occupations, Low Intensity

The site is proposed to be rezoned to Commercial Residential Mixed - Western Approach (CM2) with exceptions, under by-law 2010-001-ZO and incorporate site specific development standards to implement the proposed plan. A copy of the draft zoning by-law amendment is included as Appendix B of this report.



4 Summary and Conclusions

The proposed amendment is consistent with and conforms to current provincial policies for development in approved settlement areas as reflected in the Provincial Policy Statement 2024.

The subject site is within the Urban Area and is designated Community Area in the 2022 Region of York Official Plan. The Region's Official Plan supports compact development, promotes active transportation and encourages the use of existing or planned infrastructure and also aligns with the policies of the Town's OP.

The requested Official Plan Amendment and Zoning By-law Amendment for the proposed mixed-use development at 5061 Stouffville Sideroad will support the Town's growth goals and contribute to building a sustainable, inclusive community. Times 4750 Inc. proposed development aligns with key objectives of the Provincial Policy Statement (PPS) 2024, the ORMCP, the Region of York Official Plan, and the Town of Whitchurch-Stouffville Official Plan by introducing a thoughtfully designed mixed-use high-density community that meets local housing demands, expands housing choices, supports active transportation and maximizes the efficient use of infrastructure.

This proposal promotes a compact, walkable, and well-connected urban environment in line with the principles for complete communities. The inclusion of a variety of residential options - spanning both rental and condominium ownership—alongside services like a daycare facility, creates a vibrant and supportive mixed-use environment that meets the needs of residents at all stages of life. Located at the entrance to the Stouffville community, the development strengthens the area's role as a Gateway Mixed-Use Area and adheres to the policies of the Oak Ridges Moraine Conservation Plan, positioning it as a key contributor to the Town's long-term vision for sustainable growth and connectivity.

By introducing diverse housing options and facilitating efficient, responsible development, the project aligns with the Region and Town's shared focus on fostering resilient and thriving communities. The requested amendments are recommended for approval, as they support a project that will benefit current and future residents while enhancing the overall character of the Town of Whitchurch-Stouffville.

A Zoning Application (ZBLA) is being submitted to amend By-law 2010-001-ZO, as amended to permit the proposed development and implement the policies of the proposed Official Plan Amendment.

In conclusion, the proposal represents good planning and is both suitable and opportune for the nature and scale of the proposed residential intensification project while providing a mixed-use development. It is consistent with Provincial policy objectives, particularly with regard to intensification, active transportation and the efficient use of land and infrastructure and reflects due regard for the principles and policies of the Region's Official

Plan, Town's Official Plan (intensification, land use compatibility and fit within its context and related built-form considerations).

Accordingly, the proposed development is appropriate and desirable on this site, and the requested Official Plan Amendment and Zoning By-law Amendment applied for by Times 4750 Inc. warrants approval on relevant land use planning grounds.

5 List of Figures & Tables

- Figure 1 – Location Map-Subject Property
- Figure 2 – Existing Wetland
- Figure 3 – Wetland Area (With Buffer Impact)
- Figure 4 – Wetland Compensation Concept Plan
- Figure 5 – Proposed Site Plan
- Figure 6 - Building Elevations (South-Street A)
- Figure 7 - Building Elevations (East-Highway 48)
- Figure 8 - Building Elevations (North-Stouffville Road)
- Figure 9 - Building Elevations (West-Street B)
- Figure 10 – Map 1A – Land Use Designations – Community Areas
- Figure 11 – Map 1 – Regional Structure – Towns and Villages
- Figure 12 – Map 1B – Urban System Overlays
- Figure 13 – Map 2 Regional Greenlands System
- Figure 14 – Map 4 – Key Hydrologic Features
- Figure 15 – Map 7 Vulnerable Aquifers within ORMC
- Figure 16 – Map 12A & 12B – SSWCA, ESGRA, SGRA & Recharge Management Areas
- Figure 17 – Schedule A – Town Structure
- Figure 18 – Schedule D-3 – Gateway Mixed-Use
- Figure 19 – Schedule P1 – Stouffville Active Transportation
- Figure 20 – Comprehensive Zoning By-law 2010-001-ZO – Map 54
-
- Table 1 – Proposed Site Statistics
- Table 2 – Proposed Unit Breakdown

6 Appendix A

Draft Official Plan Amendment

THE CORPORATION OF THE TOWN OF WHITCHURCH-STOUFFVILLE

BY-LAW NUMBER 2025-XXX-OP

BEING A BY-LAW to adopt Official Plan Amendment No. XXX to the Official Plan for the Town of Whitchurch-Stouffville Planning Area which comprise all the lands within the municipal boundary of the area municipality of The Corporation of the Town of Whitchurch-Stouffville (5061 Stouffville Road).

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF WHITCHURCH-STOUFFVILLE ENACTS AS FOLLOWS:

1. That Amendment No. XXX to the Official Plan for the Town of Whitchurch-Stouffville Planning Area which, on the 1st day of January, 1971, comprised all the lands within the municipal boundary of the Area Municipality of The Corporation of the Town of Whitchurch-Stouffville, is hereby adopted; and
2. That the Mayor and Clerk be hereby authorized and empowered to execute the said Amendment No. XXX to the Official Plan on behalf of this Corporation and to affix thereto the Corporate Seal and to execute under the Corporate Seal such documents as may be required for the above purposes.

READ a first and second time this XXXth day of XXX 2025.

READ a third time and passed this XXXth day of XXX 2025.

Iain Lovatt, Mayor

Gillian Angus-Traill, Town Clerk

AMENDMENT NUMBER XXX

TO THE OFFICIAL PLAN
OF THE TOWN OF WHITCHURCH-STOUFFVILLE
PLANNING AREA

Initiated By

Times 4750 Inc.

XXX, XX, 2025

The attached text and schedules, constituting Amendment No. XXX to the Official Plan for the Town of Whitchurch-Stouffville Planning Area which, on the 1st day of January 1971, comprised all the lands within the municipal boundary of the Area Municipality of The Corporation of the Town of Whitchurch-Stouffville, was adopted by The Corporation of the Town of Whitchurch-Stouffville by By-law No. 2025-XXX-OP in accordance with the Planning Act on the XXXth day of XXX, 2025.

XI PURPOSE

The purpose of Amendment No. XXX to the Town of Whitchurch- Stouffville Official Plan is to facilitate the development of the subject lands for a mixed use high rise development and appropriately designate the lands for this use within the Community of Stouffville Secondary Plan.

II LOCATION

The lands subject to this amendment (hereinafter referred to as the “Subject Lands”), are shown on Schedule “1” attached hereto as “Area Subject to Amendment No. XXX”. The Subject Lands are located on the south side of Stouffville Road and on the west side of Highway 48 and are municipally known as 5061 Stouffville Road.

III BASIS

The decision to amend the Official Plan, to amend the provisions below and contained in Section IV, is based on the following considerations:

- 1) The Amendment is consistent with the Regional and Town Official Plans. The subject lands are located at a Gateway to the Community of Stouffville. The Amendment will provide mixed use, high rise Gateway development in support of Provincial, Regional and local policy.
- 2) The Provincial Planning Statement 2024 (“PPS”) sets out the overall direction on matters of provincial interest related to land use planning and development, and includes policies that encourage new growth within existing settlement areas (the lands are designated Towns and Villages) and areas served by existing and planned infrastructure. The PPS promotes efficient, cost effective development and land use patterns that are based on densities which:
 - a. Efficiently use land, resources, infrastructure, and public service facilities;
 - b. Are appropriate for, and efficiently use, the infrastructure and public facilities which are planned or available;
 - c. Minimize the length and number of vehicle trips by supporting active transportation and public transportation;
 - d. Provide a mix of land uses.

The proposed Amendment is consistent with the PPS.

- 3) The York Region Official Plan (“YROP”) identifies the Amendment area as being within an *Urban Area (Towns and Villages)*. The YROP directs and encourages growth to be accommodated within the existing Urban Area. The proposed Amendment is consistent with the YROP.

- 4) The Town of Stouffville Official Plan designates the subject lands as 'Gateway Mixed Use Area', which generally permits gateway mixed use development. An official plan amendment is required to incorporate certain site specific development standards,

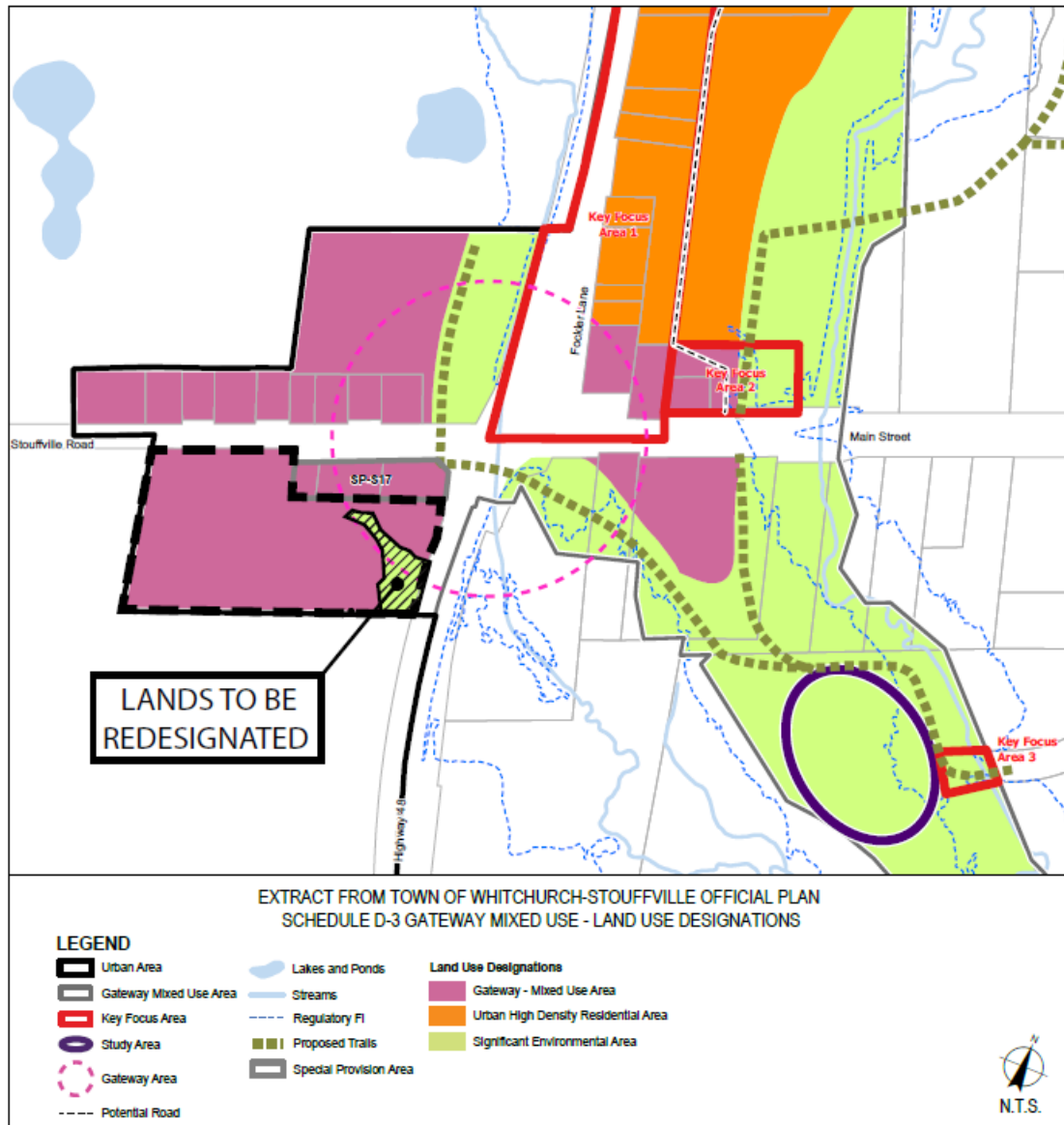
IV DETAILS OF THE AMENDMENT AND POLICES RELATIVE THERETO

The Whitchurch-Stouffville Official Plan and OPA 145 is hereby amended by:

- 1) Amending Schedule D-3 Gateway Mixed Use Land Use Designations by redesignating the Significant Environmental Area to Gateway - Mixed Use Area, as shown on Schedule 1, attached.
- 2) Notwithstanding Subsection 6.4.4.3 of the Official Plan, the following provisions shall apply to the 'LANDS SUBJECT TO THIS AMENDMENT' as shown on Schedule 1, attached:
 - a. The minimum building height shall not apply to stand-alone non-residential uses or podium buildings;
 - b. The maximum building height shall generally be up to 30 storeys;
 - c. Residential dwellings shall be permitted on the first floor of apartment buildings;

V Interpretation

The provisions set forth in the Town of Whitchurch-Stouffville Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Amendment and as may more specifically beset out or implied within the policies contained therein. Unless precluded, altered or exempted by any policies contained herein, all of the relevant policies of the Town of Whitchurch-Stouffville Official Plan shall apply to this Amendment.



<p>Stouffville</p> <p>DEVELOPMENT SERVICES</p>		<p>SCHEDULE '1'</p> <p>TO OFFICIAL PLAN AMENDMENT NO. XX</p>
<p>OPA.25.XXX</p> <p>JULY 2025</p>		<p> LANDS SUBJECT TO THIS AMENDMENT</p> <p> LANDS TO BE REDESIGNATED FROM "SIGNIFICANT ENVIRONMENTAL AREA" TO "GATEWAY - MIXED USE AREA"</p>

7 Appendix B

Draft Zoning By-law Amendment

THE CORPORATION OF THE TOWN OF WHITCHURCH-STOUFFVILLE

BY-LAW NUMBER 2025-____-ZO

A By-law to amend By-law No. 2010-001-ZO of the Town of Whitchurch-Stouffville (Comprehensive Zoning By-law) for the lands located at 15021 Woodbine Avenue

WHEREAS Section 34 of the Planning Act, R.S.O. 1990, C.P.13, as amended, (The Act) permits the Councils of local municipalities to pass zoning by-law prohibiting the use of land, or the erecting, locating or using of buildings or structures for, or except for such purposes as may be set out in the by-law; and

NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWN OF WHITCHURCH-STOUFFVILLE ENACTS AS FOLLOWS:

1. That Comprehensive Zoning By-law No. 2010-001-ZO is hereby amended as follows:
 - a. By amending Schedule 24 to change the zoning of the lands shown on Schedule 1 from "Oak Ridges Moraine - Countryside (ORM-C)" to "Commercial Residential Mixed - Western Approach with Exception (CM2-X)".
 - b. To incorporate site specific development regulations, as outlined in Schedule 2, attached to this by-law.

READ a first and second time this ____ th day of _____ 20____

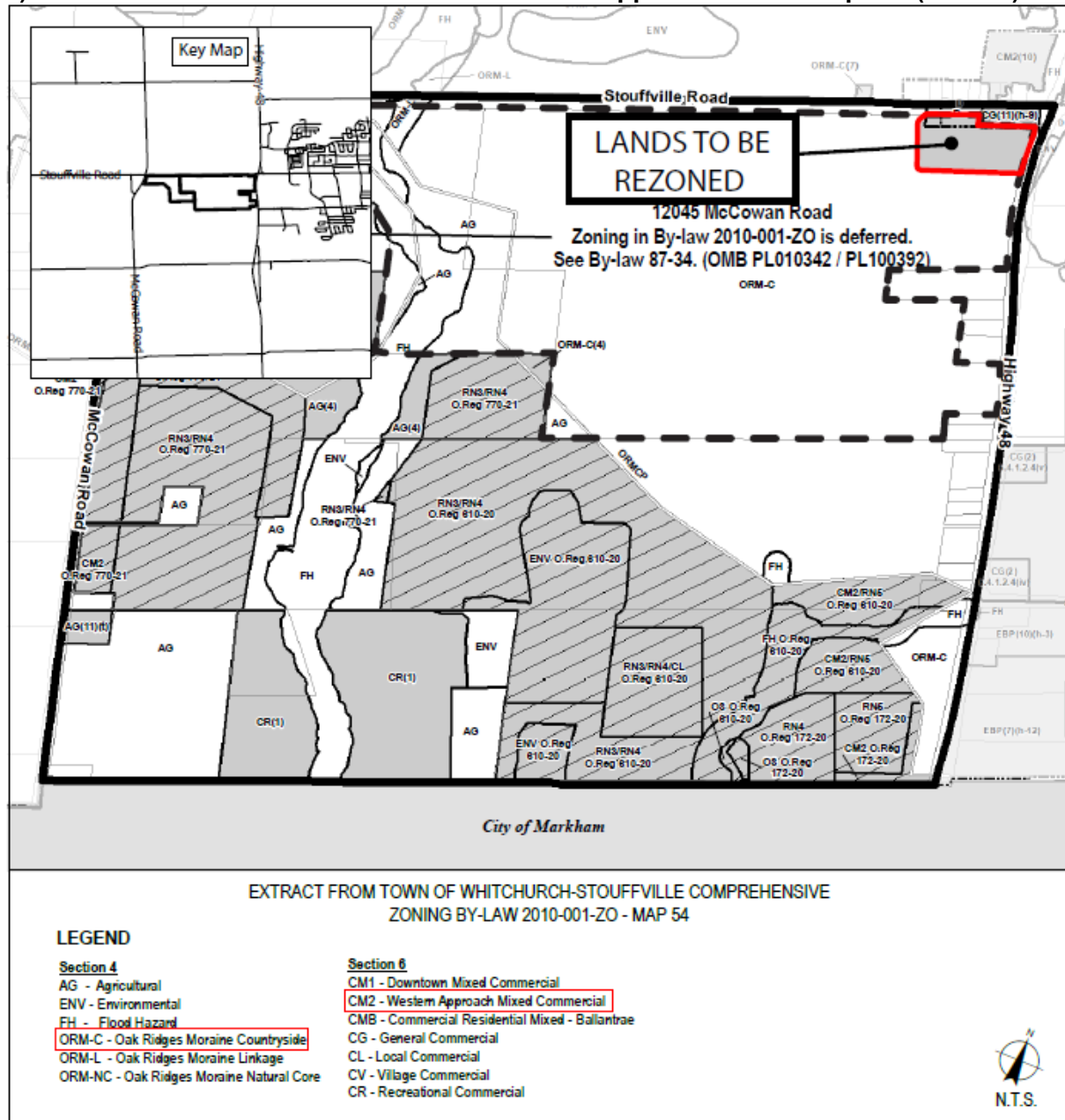
READ a third time and passed this ____ th day of _____ 20 ____




Iain Lovett, Mayor

Gillian Angus-Traill, Clerk

SCHEDULE 1 TO BY-LAW 2025-___-ZO

The area indicated below will be changed from “Oak Ridges Moraine - Countryside (ORM-C)” to “Commercial Residential Mixed - Western Approach with Exception (CM2- X)”.



 <p>DEVELOPMENT SERVICES</p> <p>ZBA.25.XXX JULY 2025</p>		<p>SCHEDULE '1' TO ZONING BY-LAW 25-XXXX</p> <p> LANDS SUBJECT TO THIS AMENDMENT</p> <p> LANDS TO BE REDESIGNATED FROM "OAK RIDGES MORaine - COUNTRYSIDE (ORM-C)" ZONE TO "COMMERCIAL RESIDENTIAL MIXED - WESTERN APPROACH WITH EXCEPTION (CM2-X)" ZONE</p>
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SCHEDULE 2 TO BY-LAW 2025-____-ZO

Section 7.3 Exceptions – 5061 Stouffville Road (and shown on Schedule 1)

1. Regulations (only the following shall apply):

- | | | |
|------|--|------------|
| i) | Minimum Setback to Stouffville Road | 3m |
| ii) | Minimum Setback to Stouffville Road (terrace) | 0m |
| iii) | Minimum Setback to Highway 48 | 14m |
| iv) | Maximum Floor Space Index (FSI) | 5.0 |
| v) | Maximum Building Height | 30 storeys |
| vi) | Minimum Amenity Area (apartment buildings, blended indoor and outdoor) – 3.0 square metres per unit, including private balconies | |